

# NACOmatic

Effective: 21-Oct-2010

Expires: 18-Nov-2010



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JASPER .....	APT	-				
KNOXVILLE .....	DKX	-				
KNOXVILLE .....	TYS	-				
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MCMINNVILLE .....	RNC	-				
MEMPHIS .....	M01	-				
MEMPHIS .....	MEM	-				
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MILLINGTON .....	NQA	-				
MORRISTOWN .....	MOR	-				
MOUNTAIN CITY .....	6A4	-				
MURFREESBORO .....	MBT	-				
NASHVILLE .....	BNA	-				
NASHVILLE .....	JWN	-				
ONEIDA .....	SCX	-				
PARIS .....	PHT	-				
PORTLAND .....	1M5	-				

**INSTRUMENT APPROACH PROCEDURE CHARTS**

**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**
**ASHLAND, KY**

ASHLAND RGNL ..... **RNAV (GPS) Rwy 10<sup>1</sup>**  
**RNAV (GPS) Rwy 28<sup>1</sup>**  
**VOR Rwy 10<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Category C, 900-2½; Category D, 900-2¾.

<sup>2</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

**BOWLING GREEN, KY**

BOWLING GREEN-WARREN

CITY RGNL ..... **RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 21**  
**VOR-A**

NA when local weather not available.

**BRISTOL-JOHNSON-KINGSPORT, TN**

TRI-CITIES

RGNL TN/VA ..... **ILS or LOC Rwy 5, 900-2¾**  
**ILS Rwy 23, 1000-3**

NA when control tower closed.

**CHATTANOOGA, TN**

LOVELL FIELD ..... **ILS or LOC Rwy 2<sup>12</sup>**  
**ILS or LOC Rwy 20<sup>12</sup>**  
**RADAR-1<sup>34</sup>**  
**RNAV (GPS) Rwy 2<sup>35</sup>**  
**RNAV (GPS) Rwy 15<sup>16</sup>**  
**RNAV (GPS) Rwy 20<sup>57</sup>**  
**RNAV (GPS) Rwy 33<sup>13</sup>**  
**VOR Rwy 33<sup>13</sup>**

<sup>1</sup>NA when control tower closed or when local weather not available.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>NA when control tower closed.

<sup>5</sup>NA when local weather not available.

<sup>6</sup>Category C, 800-2½; Category D, 800-2½.

<sup>7</sup>Categories A,B,C, 800-2½; Category D, 800-2½.

**NAME ALTERNATE MINIMUMS**
**CLARKSVILLE, TN**

OUTLAW FIELD ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**COLUMBIA/MOUNT PLEASANT, TN**

MAURY COUNTY ..... **RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**  
**VOR/DME-A**

NA when local weather not available.

Category D, 800-2¾.

**COVINGTON, KY**

CINCINNATI/NORTHERN KENTUCKY

INTL ..... **ILS or LOC Rwy 9**  
**ILS or LOC Rwy 18C**  
**ILS or LOC Rwy 18L**  
**ILS or LOC Rwy 18R**  
**ILS or LOC Rwy 27**  
**ILS or LOC Rwy 36C**  
**ILS or LOC Rwy 36L**  
**ILS or LOC Rwy 36R**

ILS, Category D, 700-2.

**COVINGTON, TN**

COVINGTON MUNI ..... **RNAV (GPS) Rwy 1**  
NA when local weather not available.

**DYERSBURG, TN**

DYERSBURG RGNL ..... **RNAV (GPS) Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 22<sup>1</sup>**  
**NDB-A<sup>2</sup>**  
**VOR -A<sup>1</sup>**  
**VOR/DME Rwy 4<sup>1</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when FBO closed or local weather not available.

**ELIZABETHTON, TN**

ELIZABETHTON MUNI ..... **RNAV (GPS) Rwy 6**  
NA when local weather not available.  
Categories A,B, 1700-2; Category C, 1700-3.

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# ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

## FRANKFORT, KY

CAPITAL CITY ..... RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24

NA when local weather not available.

## GLASGOW, KY

GLASGOW MUNI ..... RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
VOR/DME Rwy 7

NA when local weather not available.

Category D, 900-2½.

## HENDERSON, KY

HENDERSON  
CITY-COUNTY ..... RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

## JACKSON, TN

MC KELLAR-  
SIPES RGNL ..... ILS or LOC Rwy 21  
RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20  
VOR Rwy 2

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## KNOXVILLE, TN

KNOXVILLE DOWNTOWN  
ISLAND ..... LOC Rwy 261  
RNAV (GPS) Rwy 262  
VOR/DME-B3

NA when local weather not available.

<sup>1</sup>Categories A, B, 1000-2; Category C, 1000-3.

<sup>2</sup>Category C, 1000-2½.

<sup>3</sup>Category A, 900-2; Category B, 1000-2;

Category C, 1000-2½.

MC GHEE-TYSON ..... ILS or LOC Rwy 5L1  
ILS or LOC Rwy 23R1  
RNAV (GPS) Rwy 23R2  
RADAR-13

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category E, 1000-3.

## LEXINGTON, KY

BLUE GRASS ..... ILS or LOC Rwy 4  
ILS or LOC Rwy 22  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 27  
VOR-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## LONDON, KY

LONDON-CORBIN COUNTY-  
MAGEE FIELD ..... ILS or LOC Rwy 61  
RNAV (GPS) Rwy 62  
RNAV (GPS) Rwy 242  
VOR Rwy 62

NA when local weather not available.

<sup>1</sup>ILS, LOC, Category C, 900-2½; Category D, 900-2½.

<sup>2</sup>Category C, 900-2½; Category D, 900-2½.

## LOUISVILLE, KY

BOWMAN FIELD ..... RNAV (GPS) Rwy 24  
NA when local weather not available.

## LOUISVILLE INTL

STANDIFORD FIELD ..... ILS or LOC Rwy 17L1  
ILS or LOC Rwy 17R1  
ILS or LOC Rwy 35L2  
ILS or LOC Rwy 35R2  
RNAV (GPS) Rwy 293

<sup>1</sup>Categories A,B, 900-2;Category C, 900-2½;  
Category D, 900-3.

<sup>2</sup>Categories A,B, 900-2;Category C, 900-2½;  
Category D, 900-2½.

<sup>3</sup>Category D, 800-2½.

## MEMPHIS, TN

MEMPHIS INTL ..... ILS or LOC Rwy 9  
ILS or LOC Rwy 18C  
ILS or LOC Rwy 18L  
ILS or LOC Rwy 18R  
ILS or LOC Rwy 27  
ILS or LOC Rwy 36C  
ILS or LOC Rwy 36L  
ILS or LOC Rwy 36R

ILS, LOC, Category E, 800-2½.

## MIDDLESBORO, KY

MIDDLESBORO-  
BELL COUNTY ..... RNAV (GPS)-A  
NA when local weather not available.  
Category A, 1700-2; Category B, 1800-2.

## MILLINGTON, TN

MILLINGTON  
RGNL JETPORT ..... ILS or LOC Rwy 22123  
RNAV (GPS) Rwy 434  
RNAV (GPS) Rwy 224  
VOR/DME or TACAN Rwy 224

<sup>1</sup>NA when control tower closed or when local  
weather not available.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS, Category E, 700-2½.LOC, Category E,  
800-2½.

<sup>4</sup>Category E, 800-2½.

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# ALTERNATE MINS

M3

NAME ALTERNATE MINIMUMS  
**MURFREESBORO, TN**  
MURFREESBORO MUNI ..... **NDB Rwy 21**  
NA when local weather not available.

**NASHVILLE, TN**  
JOHN C TUNE ..... **RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**

Category D, 1000-3.  
NA when local weather not available.

NASHVILLE INTL ..... **ILS or LOC Rwy 2C<sup>1</sup>**  
**RNAV (GPS) Y Rwy 2L<sup>2</sup>**

<sup>1</sup>ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

<sup>2</sup>Category D, 800-2½.

## OWENSBORO, KY

OWENSBORO-DAVISS  
COUNTY ..... **ILS or LOC Rwy 36<sup>123</sup>**  
**RNAV (GPS) Rwy 18<sup>24</sup>**  
**RNAV (GPS) Rwy 23<sup>24</sup>**  
**RNAV (GPS) Rwy 36<sup>24</sup>**  
**VOR or GPS Rwy 18<sup>14</sup>**  
**VOR Rwy 5<sup>15</sup>**  
**VOR Rwy 18<sup>14</sup>**  
**VOR Rwy 36<sup>24</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS, Category C, 800-2; Category D, 800-2½.

LOC, Category D, 800-2¾.

<sup>4</sup>Category D, 800-2½.

<sup>5</sup>Category C, 800-2½; Category D, 800-2½.

## PADUCAH, KY

BARKLEY RGNL ..... **ILS or LOC Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**  
**VOR Rwy 4**

NA when local weather not available.

<sup>1</sup>NA when tower closed.

## PRESTONSBURG, KY

BIG SANDY RGNL ..... **RNAV (GPS) Rwy 21**  
NA when local weather not available.

## ROCKWOOD, TN

ROCKWOOD MUNI ..... **RNAV (GPS) Rwy 22**  
**VOR/DME Rwy 22**

NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**SHELBYVILLE, TN**  
BOMAR FIELD-  
SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 18**  
**RNAV (GPS) Y Rwy 36**  
**RNAV (GPS) Z Rwy 36<sup>1</sup>**  
**VOR Rwy 36**

NA when local weather not available.

<sup>1</sup>Category C, 800-2½; Category D, 800-2½.

## SMYRNA, TN

SMYRNA ..... **ILS Rwy 32<sup>13</sup>**  
**NDB Rwy 32<sup>12</sup>**  
**RNAV (GPS) Rwy 14<sup>2</sup>**  
**RNAV (GPS) Rwy 32<sup>2</sup>**  
**VOR/DME Rwy 14<sup>2</sup>**  
**VOR/DME Rwy 32<sup>2</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS, Category D, 700-2.

## SOMERSET, KY

LAKE CUMBERLAND  
RGNL ..... **ILS or LOC/DME Rwy 5<sup>1</sup>**  
**RNAV (GPS) Y Rwy 5<sup>2</sup>**  
**RNAV (GPS) Z Rwy 5, 800-2½**  
**RNAV (GPS) Rwy 23<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>ILS, Category A, 700-2; Category B, 800-2;

Category C, 800-2½; Category D, 900-2¾.

LOC, Category C, 800-2½; Category D, 900-2¾.

<sup>2</sup>Category C, 800-2½, Category D, 900-2¾.

<sup>3</sup>Category C, 800-2½, Category D, 800-2½.

## UNION CITY, TN

EVERETT-STEWART ..... **RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 19**  
NA when local weather not available.

## WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY  
COUNTY ..... **RNAV (GPS) Rwy 2<sup>1</sup>**  
**RNAV (GPS) Rwy 20**  
**VOR/DME Rwy 20<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Categories A, B, 1300-2; Categories C, D, 1300-3.


<sup>2</sup>Category D, 900-3.

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## RADAR INSTRUMENT APPROACH MINIMUMS

**CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 10098 USA)**RADAR<sup>11</sup> - (E) 134.350x 237.5x 395.9x 258.3x 290.9x  ELEV 572

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
<b>RADAR-1<sup>13</sup></b>						
ASR	5 <sup>1 4 8 10</sup>		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23 <sup>5 9 10</sup>		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR <sup>12</sup>	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
<b>RADAR-2</b>						
PAR <sup>14</sup>	5 <sup>1 2 3 4</sup>	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23 <sup>2 3 5</sup>	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36 <sup>1 3 6 7</sup>	3.0/45/814	ABC	808-1	250	(300-1)

<sup>1</sup>Apch not auth when R-3701, R-3702A in use. <sup>2</sup>FAF 4.9 miles from threshold. <sup>3</sup>Glideslope intercept altitude 2200. <sup>4</sup>Final approach course 045. <sup>5</sup>Final approach course 225. <sup>6</sup>FAF 5.0 miles from threshold. <sup>7</sup>Final approach course 360. <sup>8</sup>Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. <sup>9</sup>Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. <sup>10</sup>FAF 5.0 miles from threshold, minimum altitude 2200. <sup>11</sup>Lost Comm: As directed by ATC on initial contact. <sup>12</sup>Circling NA SE of Rwy 5-23.

**Missed Approach:**

Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

<sup>13</sup>Radar Missed Approach: Climb to 2200 for radar vectors.

<sup>14</sup>PAR unavabl Sat-Sun 2300-0700Z++.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS


## RADAR INSTRUMENT APPROACH MINIMUMS

## CHATTANOOGA, TN

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 682

## LOVELL FIELD

RADAR- 125.1 379.1 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	2		AB	<b>1140</b> /24	458 (500-½)	C	<b>1140</b> /40	458 (500-¾)
			D	<b>1140</b> /50	458 (500-1)			
	20		AB	<b>1260</b> /24	587 (600-½)	C	<b>1260</b> /50	587 (600-1)
			D	<b>1260</b> /60	587 (600-1¼)			
	33		AB	<b>1340</b> -1	669 (700-1)	C	<b>1340</b> -1¾	669 (700-1¼)
			D	<b>1340</b> -2	669 (700-2)			
CIRCLING			AB	<b>1340</b> -1	658 (700-1)	C	<b>1340</b> -1¾	658 (700-1¾)
			D	<b>1460</b> -2½	778 (800-2½)			


When control tower closed, procedure not authorized.

## KNOXVILLE, TN

Amdt. 22, MAY 12, 2005 (FAA)

ELEV 981

## MC GHEE-TYSON


RADAR- 123.9 360.8 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	5R		AB	<b>1420</b> -1	461 (500-1)	C	<b>1420</b> -1¾	461 (500-1¼)
			D	<b>1420</b> -1½	461 (500-1½)			461 (500-1¾)
	5L		AB	<b>1420</b> /24	467 (500-½)	C	<b>1420</b> /40	467 (500-¾)
			D	<b>1420</b> /50	467 (500-1)			467 (500-1¼)
	23R		AB	<b>1520</b> /40	539 (600-¾)	C	<b>1520</b> /50	539 (600-1)
			D	<b>1520</b> /60	539 (600-1¼)			539 (600-1½)
CIRCLING	23L		AB	<b>1520</b> -1¼	555 (600-1¼)	C	<b>1520</b> -1½	555 (600-1½)
			D	<b>1520</b> -1¾	555 (600-1¾)			555 (600-2)
			AB	<b>1520</b> -1¼	539 (600-1¼)	C	<b>1540</b> -1½	559 (600-1½)
			D	<b>1620</b> -2	639 (600-2)			919 (1000-3)
			AB	<b>1520</b> -1¼	539 (600-1¼)	C	<b>1540</b> -1½	559 (600-1½)
			D	<b>1620</b> -2	639 (600-2)			919 (1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

## SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3A, 10126 USA)

ELEV 593

RADAR - (E) 118.1 340.9  NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	23		COPTER	1060-½	473	(500-½)
	5		COPTER	1100-½	507	(600-½)

SE-1

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**ASHLAND, KY**

ASHLAND RGNL (DWU)  
AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 600-2¾ or std. w/ a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 103° to 1200 before proceeding on course. **Rwy 28**, climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10**, trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/ 979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL.

**Rwy 28**, trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

NAME TAKE-OFF MINIMUMS

**ATHENS, TN**

MCMINN COUNTY (MMI)  
AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2¾ or std. w/ min. climb of 230' per NM to 1800 or 1700 -3 for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 280' per NM to 4900 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before turning right or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course. **Rwy 20**, climb heading 202° to 1900 before turning left or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL. Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/ 1061' MSL. **Rwy 20**, trees and terrain beginning 43' from DER, 166' right of centerline, up to 49' AGL/868' MSL. Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' MSL.

**BARDSTOWN, KY**

**SAMUELS FIELD**

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1100 before turning east.

**BOLIVAR, TN**

**WILLIAM L. WHITEHURST FIELD**

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1. **Rwy 19**, 300-1.

## BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL  
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

## BRISTOL-JOHNSON-KINGSFORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23**, 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27**, 400-2½ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9**, climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23**, climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27**, climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9**, tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23**, trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27**, radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

## CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 900 before turning left.

NOTE: **Rwy 4**, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22**, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

## CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. . . . . 08129

**Rwy 5**, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18**, Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23**, Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. **Rwy 36**, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

## CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1.

## CHATTANOOGA, TN

LOVELL FIELD (CHA)

AMDT 11 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2½ or std. with a min. climb of 360' per NM to 1100. **Rwy 33**, 500-3 or std. with a min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 019° to 2400 before turning. **Rwy 15**, climb via heading 147° to 1400 before turning. **Rwy 20**, climb via heading 199° to 2200 before turning. **Rwy 33**, climbing right turn heading 020° to 2900 before proceeding on course.

NOTE: **Rwy 2**, train 868' from DER, 596' right of centerline, 26' AGL/695' MSL. Trees beginning 937' from DER, 284' right of centerline, up to 80' AGL/738' MSL. Trees beginning 1466' from DER, 283' left of centerline, up to 80' AGL/744' MSL. **Rwy 15**, trees beginning 343' from DER, 197' right of centerline, up to 91' AGL/770' MSL. Vehicles on roadway, 489' from DER, on centerline, 17' AGL/687' MSL. Trees beginning 537' from DER, 242' left of centerline, up to 97' AGL/767' MSL. Poles 1011' from DER, 292' right of centerline, up to 130' AGL/809' MSL. Tree 4960' from DER, 1054' left of centerline, up to 103' AGL/917' MSL. Poles beginning 1.01 NM from DER, 1012' left of centerline, up to 86' AGL/946' MSL. Trees beginning 1.18 NM from DER, 351' right of centerline, up to 92' AGL/935' MSL. Trees beginning 1.83 NM from DER, 1883' left of centerline, up to 110' AGL/952' MSL.

**Rwy 20**, Tree 641' from DER, 538' left of centerline, 50' AGL/712' MSL. Trees beginning 2924' from DER, 910' right of centerline, up to 100' AGL/782' MSL. **Rwy 33**, trees beginning 236' from DER, 519' right of centerline, 50' AGL/719' MSL. Trees beginning 468' from DER, 264' left of centerline, 50' AGL/669' MSL. Trees beginning 478' from DER, 281' right of centerline, 60' AGL/717' MSL. Trees beginning 2424' from DER, 375' right of centerline, 60' AGL/787' MSL. Tree 4482' from DER, 262' right of centerline, 100' AGL/800' MSL. Tree 1.09 NM from DER, 1371' left of centerline, 100' AGL/845' MSL. Trees beginning 1.19 NM from DER, 3644' right of centerline, 100' AGL/947' MSL. Tree 1.53 NM from DER, 2884' right of centerline, up to 100' AGL/935' MSL, tree 1.75 NM from DER, 2483' left of centerline, up to 100' AGL/972' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

## CLARKSVILLE, TN

### OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5**, multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0' AGL/535' MSL. **Rwy 17**, multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23**, multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL. **Rwy 35**, multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

## CLEVELAND, TN

### HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21**, 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1800 before proceeding on course. **Rwy 21**, climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3**, tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21**, tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

## COLUMBIA-MT. PLEASANT, TN

### MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 1800 before turning right.

## COVINGTON, KY

### CINCINNATI/NORTHERN KENTUCKY INTL

#### (CVG)

#### AMDT 1 10098 (FAA)

NOTE: **Rwy 9**, trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL. Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL. **Rwy 18C**, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL. **Rwy 18R**, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL. **Rwy 36C**, trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL. **Rwy 36R**, light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

## COVINGTON, TN

### COVINGTON MUNI

NOTE: **Rwy 1**, vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL.

**Rwy 19**, trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

## CROSSVILLE, TN

### CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8**, trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway, 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26**, tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

## DANVILLE, KY

### STUART POWELL FIELD (DVK)

#### ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, N/A - Obstacles. **Rwy 30**, 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12**, Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30**, Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4 NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.



## DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwy 3, 21**, climb runway heading to 2500 before turning west.

## DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1400 before turning.

NOTE: **Rwy 17**, tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35**, trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

## DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4**, trees 445' from departure end of runway, 400' left of centerline, 90' AGL/395' MSL.

**Rwy 22**, trees 1320' from departure end of runway, 490' right of centerline, 103' AGL/378' MSL.

## ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, NA-obstacles. **Rwy 24**, 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24**, numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Powerline 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

## ELIZABETHTOWN, KY

ADDITION FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23**, multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

## FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3**, tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21**, trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

## FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2**, trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20**, trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

## FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7**, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25**, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

## FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6**, tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24**, tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

## GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35**, trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

## GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3**, Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21**, Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

## GLASGOW, KY

GLASGOW MUNI (GLW)  
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25**, 300-1 or std. w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7**, tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25**, multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

## GODMAN AAF (KFTK)

FORT KNOX, KY

..... Rwy 15, 300-1  
Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

## GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI (GCY)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1½. **Rwy 23**, 300-1½ or std. w/ min. climb of 337' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5**, climb heading 051° to 4100 before turning right. **Rwy 23**, climb heading 231° to 4400 before turning left.

NOTE: **Rwy 5**, trees 694' from DER, 302' left of centerline, 100' AGL/1719' MSL. Trees beginning 1035' from DER, 707' right of centerline, up to 100' AGL/1959' MSL. **Rwy 23**, trees 1347' from DER, 162' left of centerline, 100' AGL/1679' MSL. Trees 2665' from DER, 1193' right of centerline, 100' AGL/1699' MSL. Tower 1 NM from DER, 163' left of centerline, 125' AGL/1770' MSL.

## GREENVILLE, KY

MUHLBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

## HARTFORD, KY

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3**, trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21**, trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

## HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14**, 400-1.

**Rwys 24, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 2000 before turning on course.

## HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9**, climb to 800 on runway heading before turning north.

## HOHENWALD, TN

JOHN A. BAKER FIELD (0M3)

ORIG 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1½ or std. w/ min. climb of 246' per NM to 1300.

NOTE: **Rwy 2**, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

**Rwy 20**, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL. Powerlines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

## HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26**, 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 800 before proceeding on course. **Rwy 26**, climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8**, trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26**, trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

## HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1. **Rwy 22**, 200-1.

## HUNTINGDON, TN

CARROLL COUNTY

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1100 before turning west.

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

**JACKSBORO, TN**  
**CAMPBELL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/min. climb of 477' per NM to 3400, or 200-1 w/min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXX R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXX R-336 southeastbound.

NOTE: **Rwy 5**, multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

**JACKSON, KY**  
**JULIAN CARROLL**

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1**, tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

**JACKSON, TN**  
**MCKELLAR / SIPES RGNL (MKL)**  
**AMDT 1 09127 (FAA)**

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2**, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL. **Rwy 11**, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20**, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29**, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

**JAMESTOWN, KY**  
**RUSSELL COUNTY (K24)**  
**ORIG 08017 (FAA)**

NOTE: **Rwy 17**, trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35**, trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

**JAMESTOWN, TN**  
**JAMESTOWN MUNI (2A1)**  
**ORIG 09267 (FAA)**

NOTE: **Rwy 18**, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

**JASPER, TN**  
**MARION COUNTY-BROWN FIELD**

TAKE-OFF MINIMUMS: **Rwy 4**, 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22**, 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 025° to 4000 before proceeding on course. **Rwy 22**, climb runway heading to 4000 before proceeding on course.

**KNOXVILLE, TN**  
**KNOXVILLE DOWNTOWN ISLAND (DKX)**  
**AMDT 5 10238 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2½ or std. w/min. climb of 395' per NM to 1400. **Rwy 26**, 500-2½ w/min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to intercept VXX R-053 to 4100 before proceeding on course. **Rwy 26**, climb heading 245° to intercept VXX R-275 to 3100 before proceeding on course or for climb in visual conditions cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.

NOTE: **Rwy 8**, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL. Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL. **Rwy 26**, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL. Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL. Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL. Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

**MCGHEE-TYSON**

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

**LAFAYETTE, TN**  
**LAFAYETTE MUNI (3M7)**  
**ORIG 09099 (FAA)**

NOTE: **Rwy 1**, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19**, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

10266

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

SE-1

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



## LAWRENCEBURG, TN

LAWRENCEBURG-LAWRENCE COUNTY  
(2M2)  
ORIG 09099 (FAA)

NOTE: **Rwy 17**, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL.  
**Rwy 35**, trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

## LEBANON, TN

LEBANON MUNI (M54)  
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22**, NA-Obstacles.

**Rwy 19**, std. w/ min. climb of 285' per NM to 1500, or 1100-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 19**, for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.

NOTE: **Rwy 1**, trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL. Road 348' from DER, 166' right of centerline, 15' AGL/568' MSL. Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL. Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL. **Rwy 19**, trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL. Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL. Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

## LEWISBURG, TN

ELLINGTON

TAKE-OFF MINIMUMS: **Rwy 20**, 500-1.

## LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)  
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23**, 400-1¼ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5**, trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23**, trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

## LEXINGTON, KY

BLUE GRASS (LEX)  
AMDT 7 10266 (FAA)

NOTE: **Rwy 4**, trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL. Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL. Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL. Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL. **Rwy 9**, antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL. Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL. **Rwy 22**, trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL. Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL. Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL. **Rwy 27**, trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

## LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1**, trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19**, trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

## LIVINGSTON, TN

LIVINGSTON MUNI (8A3)  
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21**, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

## LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6**, tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL.

**Rwy 24**, tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.



## LOUISVILLE, KY

BOWMAN FIELD (LOU)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33**, 300-1 3/4 or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15**, trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33**, trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

## LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R**, std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L**, 300-2 or std. w/ a min. climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L**, light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R**, vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29**, tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L**, multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R**, multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

## MADISONVILLE, KY

MADISONVILLE MUNI (210)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23**, Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

## MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb via runway heading and VXXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23**, climb via runway heading and VXXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5**, building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL.

**Rwy 23**, trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.





## MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)  
AMDT 2 10154 (FAA)

NOTE: **Rwy 18**, tree 58' from DER, 140' right of centerline, 100' AGL/629' MSL. Trees beginning 264' from DER, 8' left of centerline, 100' AGL/629' MSL.  
**Rwy 36**, tree 52' from DER, 144' right of centerline, 100' AGL/619' MSL. Tree 185' from DER, 310' left of centerline, 100' AGL/619' MSL.

## MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 400' per NM climb to 2200.

## MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 1/2 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

## MEMPHIS INTL (MEM)

ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 1/4 or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9**, light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L**, multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C**, tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R**, pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27**, tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C**, light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

## MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10**, road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

## MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

## MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 1800 before proceeding on course.

## MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A.  
THOMAS RGNL (M97)

ORIG 08325 (FAA)

NOTE: **Rwy 2**, trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20**, trees 1595' from departure end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.





## MORRISTOWN, TN

MOORE-MURRELL (MOR)  
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 354' per NM to 2500 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Moore-Murrell airport at or above 2200 then via VXX VORTAC R-060 inbound to 4000 before proceeding on course. **Rwy 23**, climb heading 233° and VXX VORTAC R-060 inbound to 4000 before proceeding on course.

NOTE: **Rwy 5**, pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL. Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL. Windssock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL. Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL. Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL. Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL.

**Rwy 23**, pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL. Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL. Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL. Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL. Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

## MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY  
(IOB)  
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. with a min. climb of 225' per NM to 1600.

NOTE: **Rwy 3**, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL. Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL. **Rwy 21**, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

## MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)  
ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

**Rwy 24**, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

## MURFREESBORO, TN

MURFREESBORO MUNI (MBT)  
AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: climb heading 184° to 1400 before turning right.

NOTE: **Rwy 18**, trees beginning 194' from DER, 110' left of centerline to 133' right of centerline, up to 87' AGL/706' MSL. Building 655' from DER, 305' left of centerline, up to 18' AGL/637' MSL. **Rwy 36**, trees beginning 31' from DER, 97' left of centerline to 105' right of centerline, up to 100' AGL/709' MSL.

## MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1.

## NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3000 before turning right. **Rwy 20**, climb runway heading to 3000 before turning.

## NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L**, climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L**, trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R**, trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13**, blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L**, trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C**, trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R**, flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31**, ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303' from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.



**ONEIDA, TN****SCOTT MUNI**

NOTE: **Rwy 5**, tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23**, pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

**OWENSBORO, KY****OWENSBORO-DAVIESS COUNTY (OWB)****AMDT 4 08297 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. w/min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5**, numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18**, pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23**, tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36**, multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

**PADUCAH, KY****BARKLEY RGNL**

NOTE: **Rwy 4**, multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14**, multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22**, multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32**, multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

**PARIS, TN****HENRY COUNTY (PHT)****ORIG 10070 (FAA)**

NOTE: **Rwy 2**, vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL. Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL. **Rwy 20**, tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL. Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

**PIKEVILLE, KY****PIKE COUNTY-HATCHER FIELD (PBX)****ORIG 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9**, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

**PORTLAND, TN****PORTLAND MUNI**

NOTE: **Rwy 1**, tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19**, multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

**PRESTONSBURG, KY****BIG SANDY RGNL**

NOTE: **Rwy 21**, multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

**PULASKI, TN****ABERNATHY FIELD**

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1½ or std. with a min. climb of 291' per NM to 1200. **Rwy 34**, 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16**, trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34**, multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.



**RICHMOND, KY**

MADISON (I39)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1¼ or std. w/ min. climb of 229' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1900 before turning left.

NOTE: **Rwy 18**, trees beginning 272' from DER, 230' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 579' from DER, 105' left of centerline up to 100' AGL/1119' MSL. **Rwy 36**, trees beginning 6' from DER, 276' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 105' from DER, 463' right of centerline up to 49' AGL/1009' MSL. Vehicle on road beginning 156' from DER left and right of centerline up to 15' AGL/984' MSL.

**ROCKWOOD, TN**

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 4000 before proceeding on course.

**ROGERSVILLE, TN**

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1. **Rwy 25**, 800-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

**RUSSELLVILLE, KY**

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6**, climb to 1700 before turning left. **Rwy 24**, climb to 1700 before turning right.

**SABRE AHP (FORT CAMPBELL) (EOD),**

CLARKSVILLE, TN . . . . . AMDT 1A, 10126

**Rwy 23**, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

**SAVANNAH, TN**

SAVANNAH-HARDIN COUNTY (SNH)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-2¼ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1**, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19**, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

**SELMER, TN**

ROBERT SIBLEY (SZY)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35**, vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

**SEVIERVILLE, TN**

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28**, climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10**, trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28**, trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

**SHELBYVILLE, TN**

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1600 before turning left. **Rwy 36**, climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18**, tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36**, trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

**SMITHVILLE, TN**

SMITHVILLE MUNI (0A3)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24**, trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

**SMYRNA, TN**

SMYRNA (MQY)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 1200 before turning northeast.

NOTE: **Rwy 1**, multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14**, tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19**, multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32**, multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.



**SOMERSET, KY****LAKE CUMBERLAND RGNL**

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23**, 800-2 or std. with a min. climb of 220' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23**, climb via heading 236° to 2000 before turning.

NOTE: **Rwy 5**, tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23**, tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

**SOMERVILLE, TN****FAYETTE COUNTY**

NOTE: **Rwy 1**, multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19**, multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

**SPARTA, TN****UPPER CUMBERLAND RGNL (SRB)****ORIG 09015 (FAA)**

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 037° to 3400 before proceeding on course.

NOTE: **Rwy 4**, tree 56' from departure end of runway, 448' left of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22**, tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

**SPRINGFIELD, KY****LEBANON-SPRINGFIELD**

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1.

**SPRINGFIELD, TN****SPRINGFIELD ROBERTSON COUNTY**

NOTE: **Rwy 22**, trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

**STURGIS, KY****STURGIS MUNI (TWT)****AMDT 3 10154 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2½ or std. w/ min. climb of 280' per NM to 800.

NOTE: **Rwy 18**, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL. Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/469' MSL. **Rwy 36**, trees beginning 1.5 NM from DER, 1240' left of centerline, up to 100' AGL/689' MSL.

**TOMPKINSVILLE, KY****TOMPKINSVILLE-MONROE COUNTY (TZV)****ORIG 09351 (FAA)**

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 218° to 2000 before proceeding on course.

NOTE: **Rwy 4**, trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22**, pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

**TRENTON, TN****GIBSON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1500 before turning east.

**TULLAHOMA, TN****TULLAHOMA RGNL/WM NORTHERN FIELD (THA)****ORIG 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA - Turf runway.

**UNION CITY, TN****EVERETT-STEWART RGNL (UCY)****ORIG 08101 (FAA)**

NOTE: **Rwy 19**, vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

**WAVERLY, TN****HUMPHREYS COUNTY**

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 200-1.

**WILLIAMSBURG, KY****WILLIAMSBURG-WHITLEY COUNTY**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1½ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20**, std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 2000 before turning East. **Rwy 20**, for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2**, multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20**, multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

**WINCHESTER, TN****WINCHESTER MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb on runway heading to 2000 before turning.



**ABERNATHY FLD** (See PULASKI)**ARNOLD AFB** (KAYX)(AYX) AF 6 E UTC-6(-5DT) N35°23.55' W86°05.15'

1065 B NOTAM FILE BNA

Not insp.

**ATLANTA**

H-6K, 9A, L-16J

DIAP

RWY 03-21: H6000X150 (ASPH) PCN 35 F/B/X/T

RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 45'.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 45'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-6000 TODA-6000

RWY 21: TORA-6000 TODA-6000

**MILITARY SERVICE:** JASU A/M32-86, A/M32-60 **FUEL J8** **OIL JOAP** 24 hr PN **TRAN ALERT** Tran maintenance support extremely limited.**MILITARY REMARKS:** PPR, CLOSED weekend and holidays. **RSTD** Official Business Only. PPR 24 hr prior notice rqr. Ctc Base OPS Mon-Fri 1300-2100Z±, DSN 340-7752/7689, C931-454-7752/7689 for PPR number.**CAUTION:** Deer and bird haz. Ctc Base OPS 10 min prior to ldg for arr info and wildlife watch update. Ldg at pilot's discretion. C-130 airdrop or copter opr in vicinity possible. **TFC PAT** Overhead 2500'. Avoid overflight of large rocket test facility 1 NM E.**WEATHER DATA SOURCES:** AWOS-3 128.325. C931-454-2052.**COMMUNICATIONS:** CTAF/UNICOM 126.2 257.975® **MEMPHIS APP/DEP CON** 126.75 353.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 121° 20.1 NM to fld. 814/01W.

TULLAHOMA RGNL (T) VORW 109.65 UXM N35°22.83' W86°14.75' 088° 7.9 NM to fld.

**ARNOLD FLD** (See HALLS)**ATHENS****McMINN CO** (MMI) 3 SE UTC-5(-4DT) N35°23.95' W84°33.71'874 B S4 **FUEL** 100LL, JET A NOTAM FILE BNA**ATLANTA**

H-9A, 12G, L-25A

IAP

RWY 02-20: H6450X100 (ASPH) S-30, D-42 MIRL 0.8% up N

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 949'.

Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

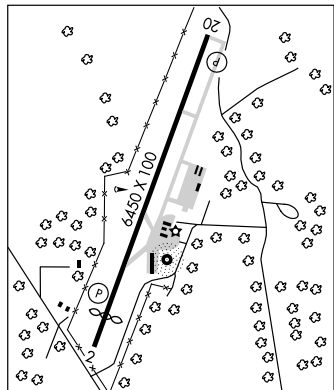
**AIRPORT REMARKS:** Attended 1330-1030Z±. PAEW invof Rwy 02-20.**WEATHER DATA SOURCES:** AWOS-3 125.425 (423) 745-3422.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **KNOXVILLE APP/DEP CON** 123.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 140° 30.6 NM to fld. 3040/02W. HIWAS.

NDB (MHW) 242 MMI N35°23.68' W84°33.70' at fld.

NOTAM FILE BNA. NDB unmonitored 0130-1330Z±.

**BEECH RIVER RGNL** (See LEXINGTON-PARSONS)**BENFI** N35°44.53' W84°04.87' NOTAM FILE TYS.**ATLANTA**

NDB (LOM) 353 TY 049° 5.9 NM to Mc Ghee Tyson.

L-25B

**BENTON****CHILHOWEE GLIDERPORT** (92A) 4 NE UTC-5(-4DT) N35°13.59' W84°35.10'**ATLANTA**

770 NOTAM FILE BNA

RWY 03-21: 2600X200 (TURF)

RWY 03: Thld dsplcd 400'. P-line.

RWY 21: Thld dsplcd 200'. P-line. Rgt tfc.

**AIRPORT REMARKS:** Arrived irregularly. Rwy 03-21 surface uneven. Rwy 03-21 center 50 ft portion only marked with in-ground white painted markers. Rwy 03-21 dsplcd thlds marked with in-ground white painted markers. Rwy 03-21 thld marked with in-ground white painted markers.**COMMUNICATIONS:** CTAF 122.9

NDB MM  
242

APP CRS  
**033°**

Rwy Idg	<b>5500</b>
TDZE	<b>846</b>
Apt Elev	<b>874</b>

# NDB RWY 2

ATHENS/MCMINN COUNTY (MMI)

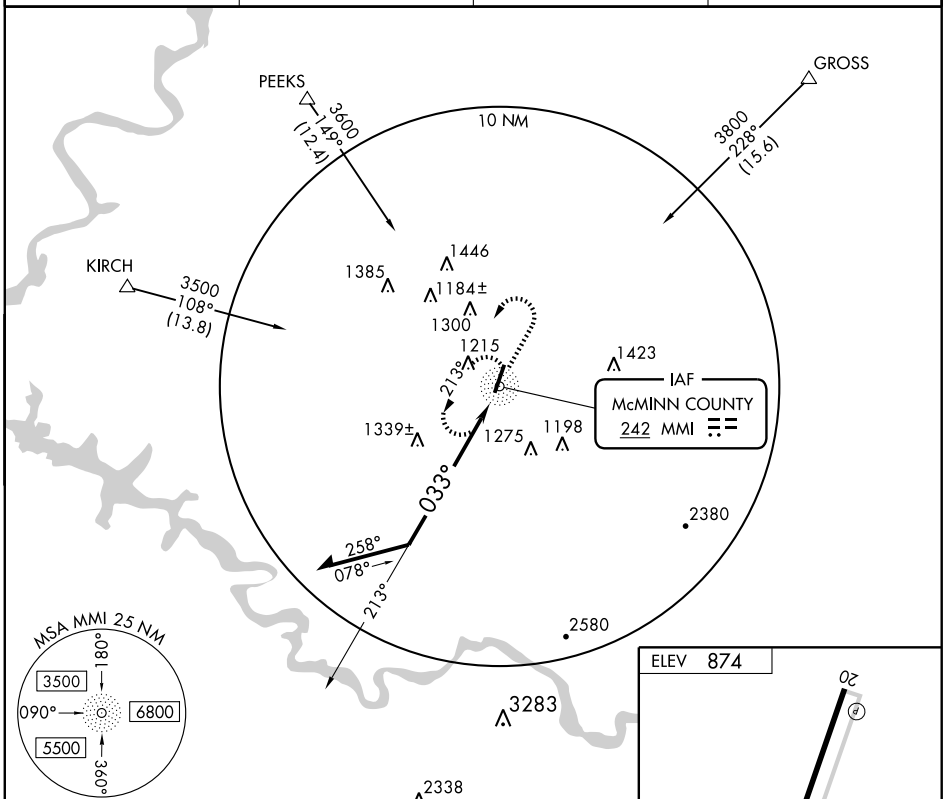
**T** Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 120 feet, all Cat A, B and D visibility ¼ mile and all Cat C visibility ½ mile.

**MISSED APPROACH:** Climb to 3100 then left turn direct MMI NDB and hold.

AWOS-3  
**125.425**

KNOXVILLE APP CON  
123.9 353.6

GCO  
**121.725**

UNICOM  
122.8 (CTAF)

SE-1. 21 OCT 2010 to 18 NOV 2010

Remain  
within 10 NM

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MMI

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CATEGORY	DESCRIPTION	REMARKS
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94	...	...
95	...	...
96	...	...
97	...	...
98	...	...
99	...	...
100	...	...

A

B

C

D

S-2

1700

1700

1700

170

--	--

1700

1700

1700

170

TDZE  
846

7

033° to  
MMI NDB

REIL Rwy 2 and 20  
MIRL Rwy 2-20

ATHENS, TENNESSEE

Amdt 6 03JUN10

35°24'N-84°34'W

ATHENS/MCMINN COUNTY (MMI)

NDB RWY 2

NDB MMI	APP CRS	Rwy Idg	<b>6450</b>
<b><u>242</u></b>	<b>198°</b>	TDZE	<b>874</b>
		Apt Elev	<b>874</b>

# NDB RWY 20

ATHENS/MCMINN COUNTY (MMI)

**T**  
**A** NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDAs 120 feet.

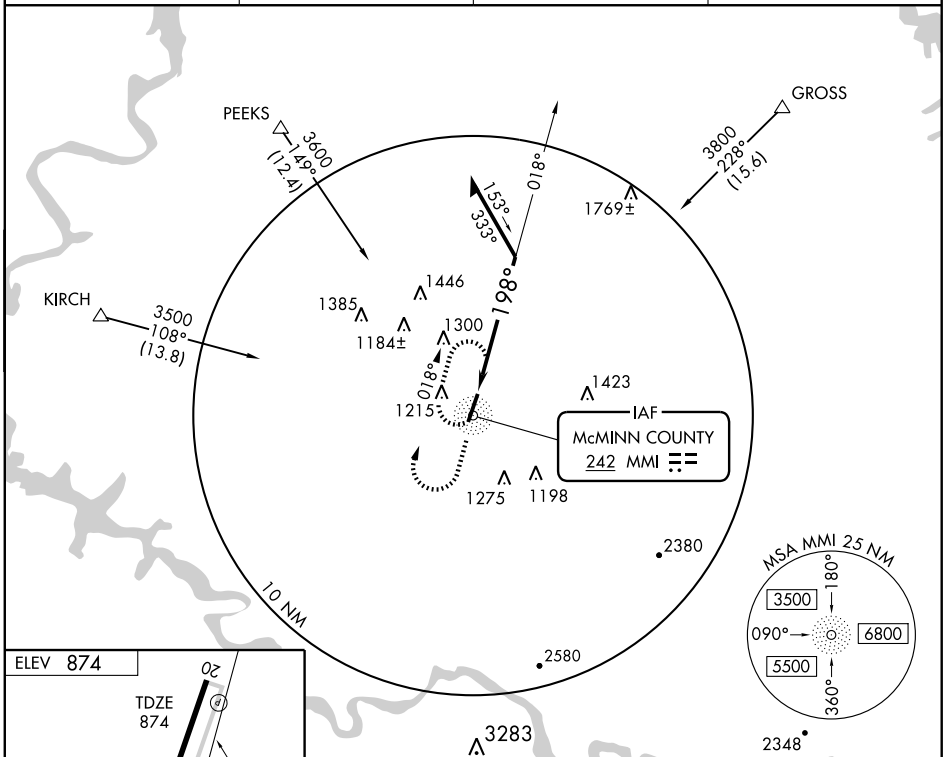
**MISSED APPROACH:** Climb to 3100 then right turn direct MMI NDB and hold.

AWOS-3  
**125.425**

KNOXVILLE APP CON  
123.9 353.6

GCO  
121.725

UNICOM  
122.8 (CTAF)



ELEV 874

TDZE  
874TDZE  
874

198° to  
MMI NDB

310C

MM

MM

ND

Remain  
within 10 NM

CATEGORY

A

---

C

D

S-20

1940-1¼

1940-1½

1940-3 1066 (1100-3)

---

$$\frac{0.66(1100-1\frac{1}{2})}{1.040-1\frac{1}{2}}$$
$$\frac{0.68 (1100 - 1\frac{1}{2})}{1.040 - 1\frac{1}{2}}$$

---

REIL Rwy 2 and 20  
MIRL Rwy 2-20

ATHENS, TENNESSEE  
Amdt 7 03JUN10

35°24'N-84°34'W

ATHENS/MCMINN COUNTY (MMI)

NDB RWY 20

SE-1. 21 OCT 2010 to 18 NOV 2010

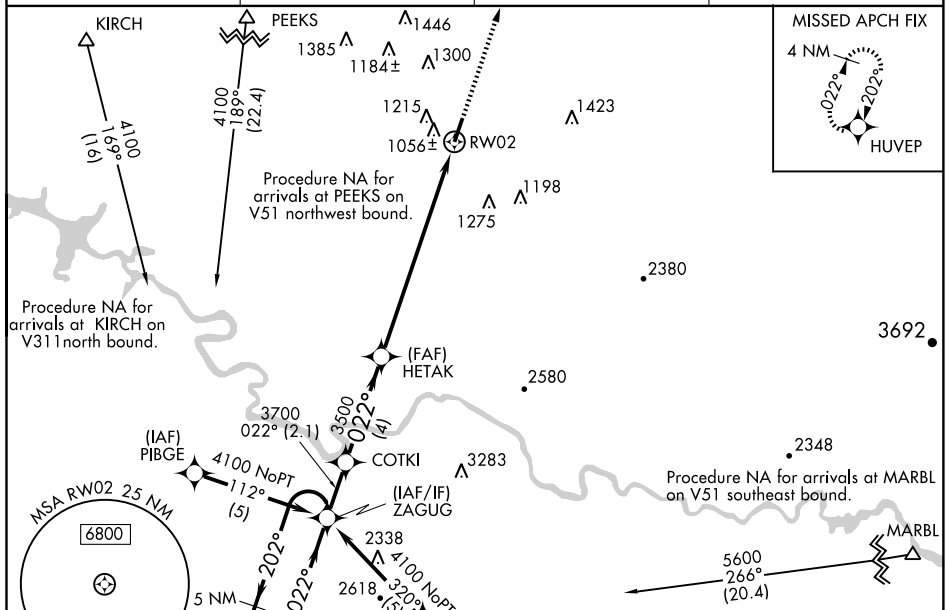
WAAS CH <b>69616</b> <b>W02A</b>	APP CRS <b>022°</b>	Rwy Idg <b>5500</b> TDZE <b>846</b> Apt Elev <b>874</b>
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# RNAV (GPS) RWY 2

ATHENS/MCMINN COUNTY (MMI)

<p><b>▼</b> Baro-VNAV NA when using McGhee-Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all DA 101 feet; all MDA 120 feet; LPV and LNAV/VNAV all Cats visibility ½ mile; LNAV and Circling Cat C/D visibility ¼ mile.</p>	<p><b>MISSED APPROACH:</b> Climb to 3100 direct HUVEP and hold.</p>
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AWOS-3 <b>125.425</b>	KNOXVILLE APP CON <b>123.9 353.6</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>
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5 NM Holding Pattern	ZAGUG	VGSI and RNAV glidepath not coincident.	3100	HUVEP
4100	202°	022°	3700	3500
GS 3.00° TCH 40	2.1 NM	4 NM	8.1 NM	
CATEGORY	A	B	C	D
LPV DA		1128-1	282 (300-1)	
LNAV/VNAV DA		1377-2	531 (600-1)	
LNAV MDA	1600-1 754 (800-1)	1600-1¼ 754 (800-1¼)	1600-2¼ 754 (800-2¼)	1600-2½ 754 (800-2½)
CIRCLING	1600-1 726 (800-1)	1600-1¼ 726 (800-1¼)	1600-2¼ 726 (800-2¼)	1600-2½ 726 (800-2½)

WAAS CH <b>45717</b> <b>W20A</b>	APP CRS <b>202°</b>	Rwy Idg TDZE Apt Elev	<b>6450</b> <b>874</b> <b>874</b>
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# RNAV (GPS) RWY 20

ATHENS/MCMINN COUNTY (MMI)

**NA** Baro-VNAV NA when using McGhee-Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all DA 101 feet; all MDA 120 feet; LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility 1 mile; LNAV and Circling Cat B visibility ¼ mile; LNAV and Circling Cats C/D visibility ½ mile.

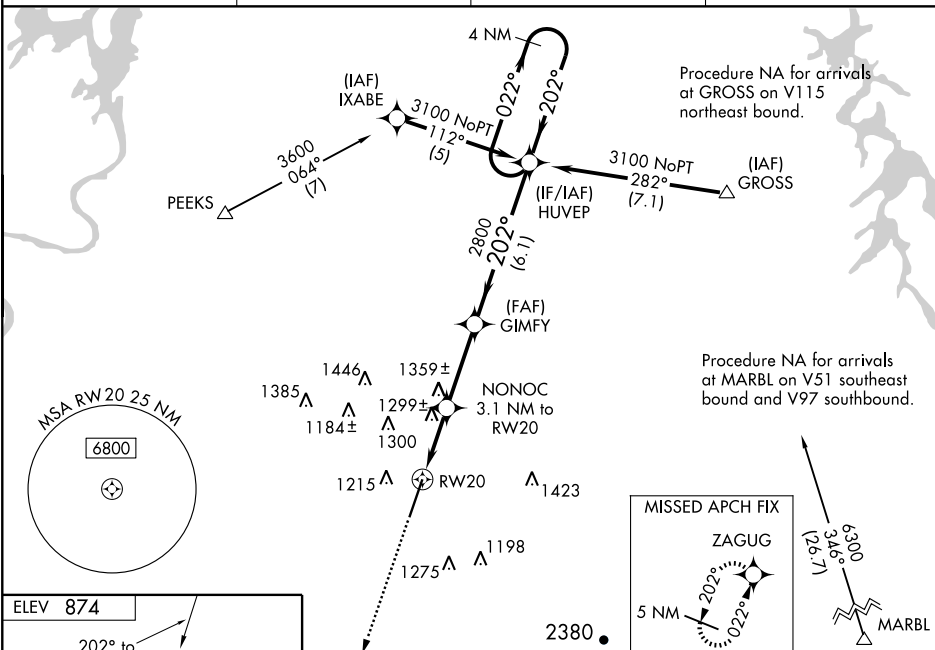
**MISSED APPROACH:**  
Climb to 4100 direct ZAGUG and hold.

AWOS-3  
**125.425**

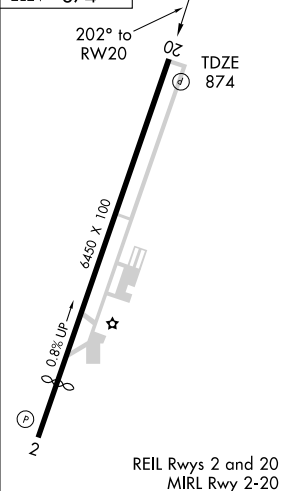
KNOXVILLE APP CON  
**123.9 353.6**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF)**



ELEV 874



<div>4100</div> <div>ZAGUG</div> <div>*LNAV only</div>	VGSI and RNAV glidepath not coincident.				4 NM Holding Pattern	
	NONOC 3.1 NM to RW20		GIMFY 2800		HUYEP 3100	
RW20		*1900		2800		GS 3.00° TCH 40
CATEGORY	A	B	C	D		
LPV DA	1174-1		300 (300-1)			
LNAV/VNAV DA	1718-3		844 (900-1)			
LNAV MDA	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1620-2½ 746 (800-2½)		
CIRCLING	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1620-2½ 746 (800-2½)		

**BENTON CO** (See CAMDEN)

**BOILING FORK** N35°10.68' W86°04.09' NOTAM FILE BNA.

NDB (MHW) 263 BGF at Winchester Muni. Unmonitored 0000–1400Z†.

ATLANTA

L-16J

**BOLIVAR**

**WILLIAM L. WHITEHURST FLD** (MØ8) 4 SW UTC−6(−5DT) N35°12.91' W89°02.59'

499 B S4 FUEL 100LL NOTAM FILE MKL

RWY 01–19: H5000X75 (ASPH) MIRL

RWY 01: PAPI(P2L)—GA 2.50° TCH 26'. Trees.

RWY 19: PAPI(P2L)—GA 2.50° TCH 22'. Trees.

**AIRPORT REMARKS:** Attended Mon–Sat 1430–2300Z†, Sun 1900–2230Z†. After hours svc call 731–658–5902.

**WEATHER DATA SOURCES:** AWOS–3 121.125 (901) 658–6436.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **MEMPHIS CENTER APP/DEP CON** 124.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 037° 34.7 NM to fld. 630/03E.

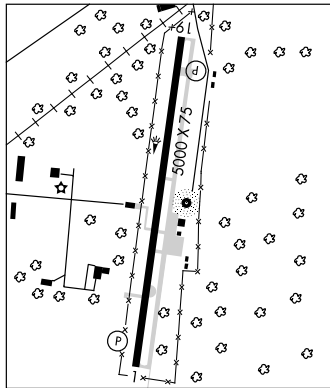
**HARDEMAN NDB (MHW)** 404 BAV N35°12.86' W89°02.53' at fld. NOTAM FILE MKL.

NDB unmonitored 2300–1500Z†. NDB unusable byd 20 NM.

MEMPHIS

H–6J, L–16H

IAP



**BOMAR FLD–SHELBYVILLE MUNI** (See SHELBYVILLE)

**BOOIE** N36°23.92' W82°29.77' NOTAM FILE TRI.

NDB (MHW/LOM) 221 BO 047° 6.3 NM to Tri–Cities Rgnl TN/VA. Unmonitored when twr closed.

CINCINNATI

L–25C

**BRISTOL** N36°28.51' W82°24.24'

RCO 122.2 (NASHVILLE RADIO) at Tri–Cities Rgnl TN/VA.

CINCINNATI

L–25C

APP CRS **006°**  
 Rwy Idg **5000**  
 TDZE **499**  
 Apt Elev **499**

# RNAV (GPS) RWY 1

BOLIVAR / WILLIAM L. WHITEHURST FIELD (M08)

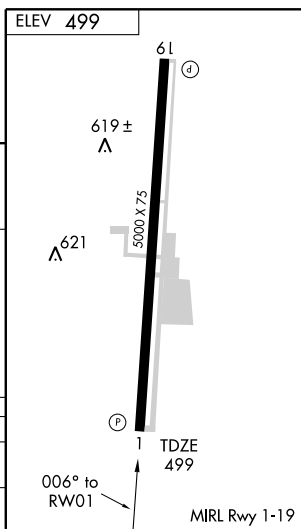
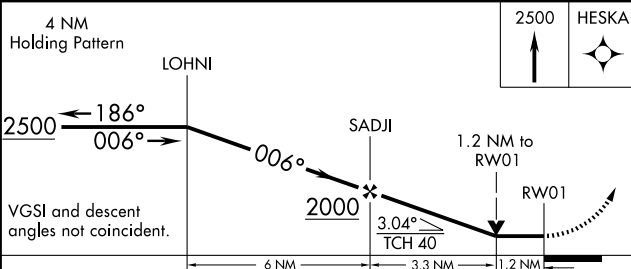
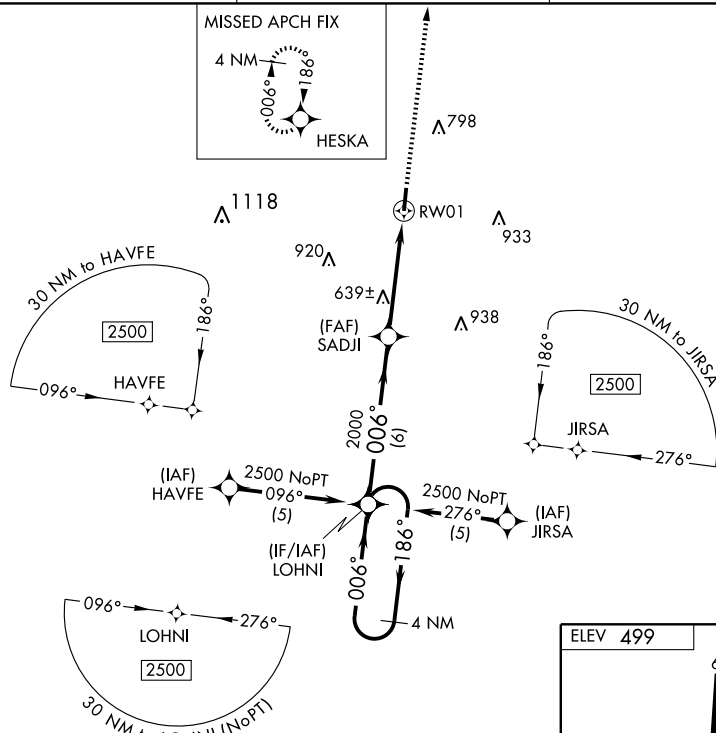
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat D visibility ¼ mile, and Circling Cat D ½ mile.  
 VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

AWOS-3  
**121.125**

MEMPHIS CENTER  
**124.35 239.3**

UNICOM  
**123.0** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	900-1 401 (500-1)	900-1¼ 401 (500-1¼)	900-1¼ 401 (500-1¼)	900-1¼ 401 (500-1¼)
CIRCLING	980-1 481 (500-1)	980-1½ 481 (500-1½)	1160-2 661 (700-2)	1160-2 661 (700-2)



APP CRS	Rwy Idg	<b>5000</b>
<b>186°</b>	TDZE	<b>491</b>
	Apt Elev	<b>499</b>

**RNAV (GPS) RWY 19**

BOLIVAR / WILLIAM L. WHITEHURST FIELD (M08)

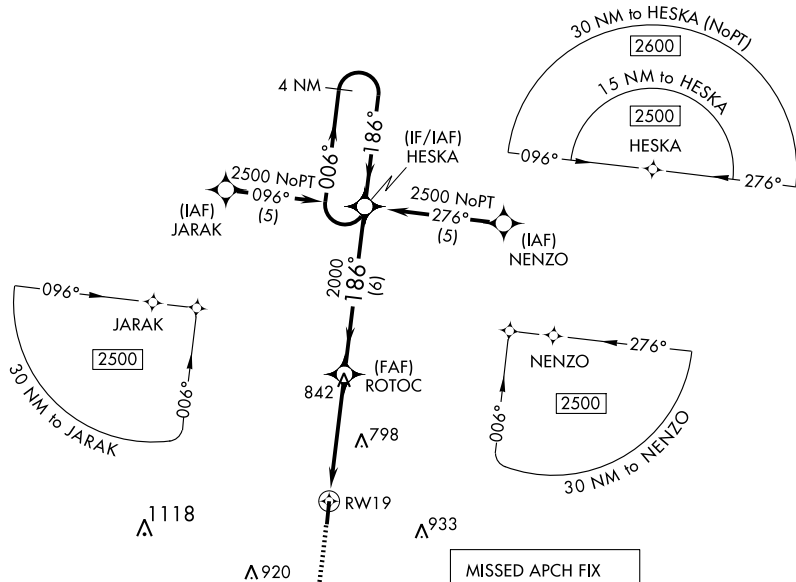
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ¼ mile, increase Circling Cat C visibility ¼ mile and Cat D visibility ½ mile. VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

AWOS-3  
**121.125**

MEMPHIS CENTER  
**124.35 239.3**

UNICOM  
**123.0** (CTAF)



ELEV 499

186° to RW19

61

TDZE 491

619 ±

A

A 621

5000 x 75

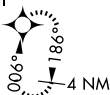
P

1

MIRL Rwy 1-19

MISSED APCH FIX

LOHNI



2500

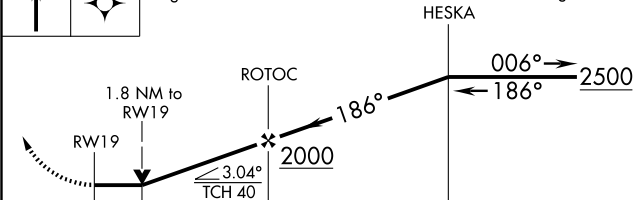
↑

LOHNI



VGSI and descent  
angles not coincident.

4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1080-1 589 (600-1)	1080-1½ 589 (600-1½)	1080-1¾ 589 (600-1¾)	1080-2 661 (700-2)
CIRCLING	1080-1 581 (600-1)	1080-1½ 581 (600-1½)	1080-2 661 (700-2)	

# AIRPORT DIAGRAM

AL-426 (FAA)

BRISTOL/TRI-CITIES RGNL TN/VA (TRI)  
BRISTOL-JOHNSON-KINGSPORT, TENNESSEE

ATIS  
118.25  
TRI-CITY TOWER ★  
119.5 257.8  
GND CON  
121.7 348.6

1743±

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

NORTH GA  
RAMP

FIRE  
STATION  
TERMINAL

FIELD  
ELEV  
1519

SOUTH GA  
RAMP  
TWR

ELEV  
1518

ELEV  
1509

CORPORATE  
HANGARS

CARGO  
RAMP  
CARGO  
TERMINAL

RWY 05-23  
S-100, D-150, 2S-175, 2D-210  
RWY 09-27  
S-30, D-50, 2D-95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82°25' W

82°24' W

# AIRPORT DIAGRAM

BRISTOL-JOHNSON-KINGSPORT, TENNESSEE  
BRISTOL/TRI-CITIES RGNL TN/VA (TRI)

10210

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



LOC I-BON <b>111.5</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>1498</b> <b>1519</b>
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# ILS or LOC RWY 5

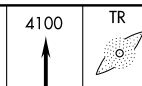
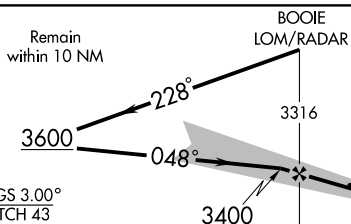
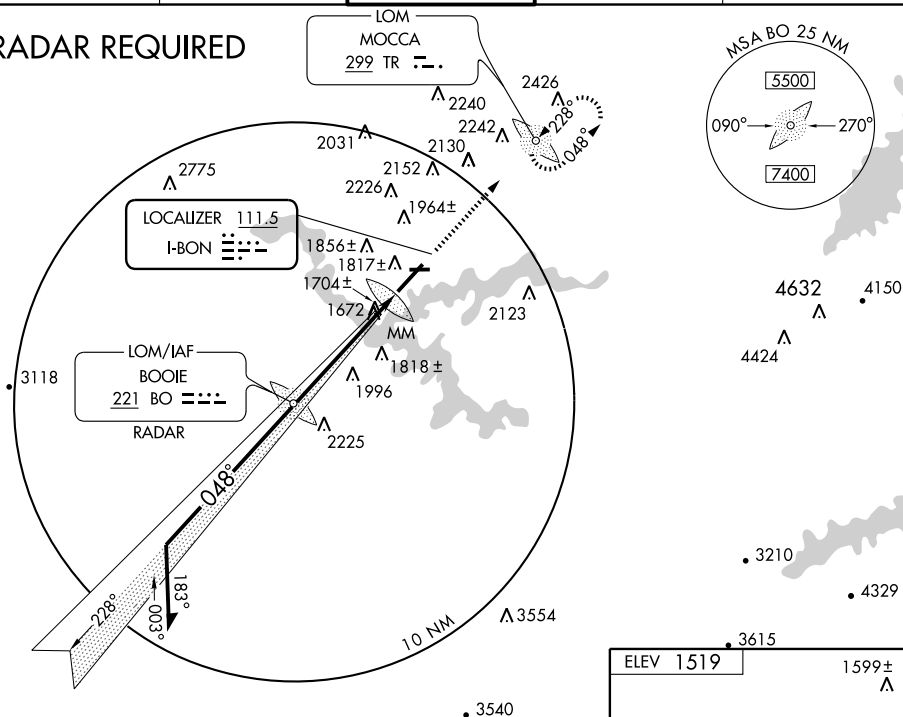
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

- ⚠ Circling not authorized northwest of Rwy 9 and 23.  
 ⚠ Autopilot Coupled Approach not authorized below 1739' MSL.  
 RADAR or ADF REQUIRED

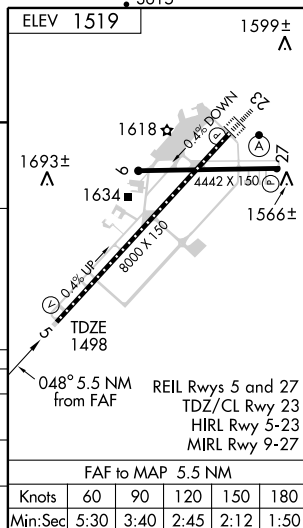
MISSED APPROACH: Climb to 4100 direct MOCCA  
LOM and hold.

ATIS <b>118.25</b>	TRI-CITY APP CON ★ <b>134.425 317.5</b>	TRI-CITY TOWER ★ <b>119.5 (CTAF) 257.8</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 5	1698/40		200 (200-¾)	
S-LOC 5	1960/50	462 (500-1)	1960/60 462 (500-1¼)	1960-1½ 462 (500-1½)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)



LOC I-TRI	APP CRS	Rwy Idg	<b>8000</b>
<b><u>109.9</u></b>	<b>228°</b>	TDZE	<b>1518</b>
		Apt Elev	<b>1519</b>

# ILS RWY 23

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

**CAUTION:** Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwy 5 and 23. When tower closed: 1. S-ILS-23 increase visibilities to RVR 4000 all Cats. 2. S-LOC-23 increase visibilities ½ mile all Cats. ADF or RADAR required.

ALSF-2

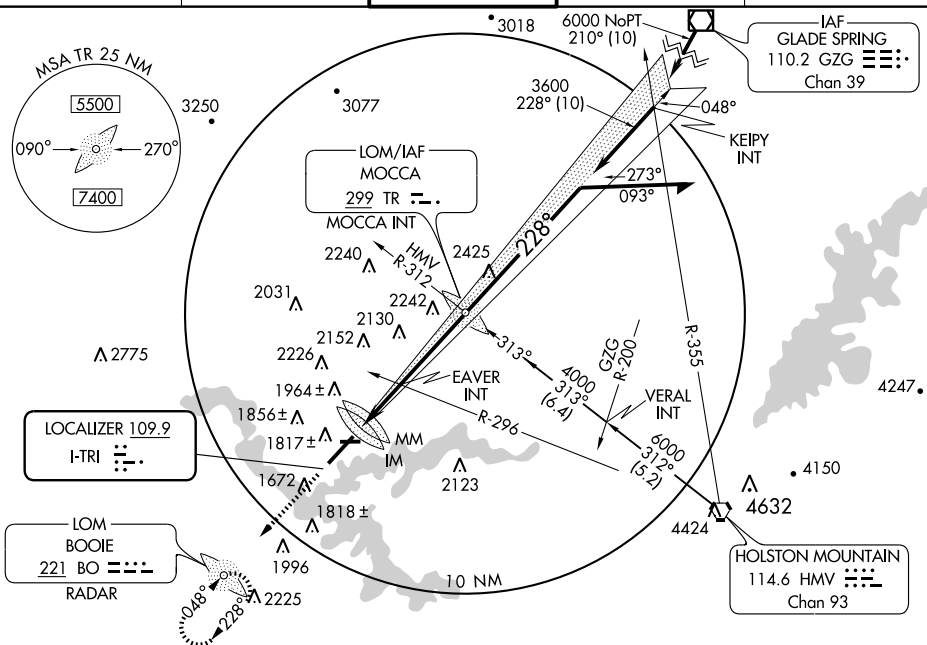
**MISSED APPROACH:** Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS  
118.25

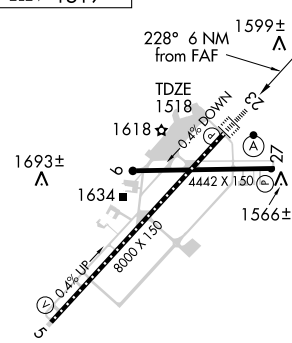
TRI-CITY APP CON ★  
134.425 317.5

TRI-CITY TOWER ★  
19.5 (CTAF) 257.8

GND CON  
121.7 348.6

UNICOM  
122.95

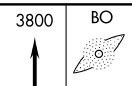
ELEV 1519



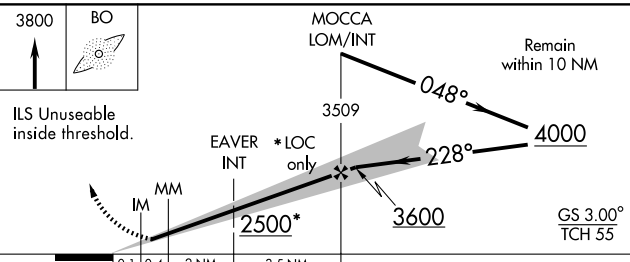
REIL Rwy 5 and 27  
TDZ/CL Rwy 23  
HIRL Rwy 5-23  
MIRL Rwy 9-27

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



ILS Unuseable  
inside threshold.



CATEGORY	A	B	C	D
S-ILS 23		1718/18	200 (200-½)	
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½	982 (1000-2½)
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3	981 (1000-3)

## FAVER INT MINIMUMS

S-LOC 23	1980/24	462 (500-½)	1980/40 462 (500-¾)	1980/50 462 (500-1)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2¼)	2340-2¾ 821 (900-2¾)

BRISTOL-JOHNSON-KINGSPORT TENNESSEE

Amdt 24D 10266

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

36°29' N-82°24' W

ILS RWY 23

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

LOC I-TRI <b>109.9</b>	APP CRS <b>228°</b>	Rwy ldg TDZE Apt Elev	<b>8000</b> <b>1518</b> <b>1519</b>
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**ILS RWY 23 (CAT II)**

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

**CAUTION:** Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. When control tower closed, Cat. II not authorized.  
**ADF OR RADAR REQUIRED**



**MISSED APPROACH:** Climb to 3800 direct BOOIE LOM/ RADAR and hold.

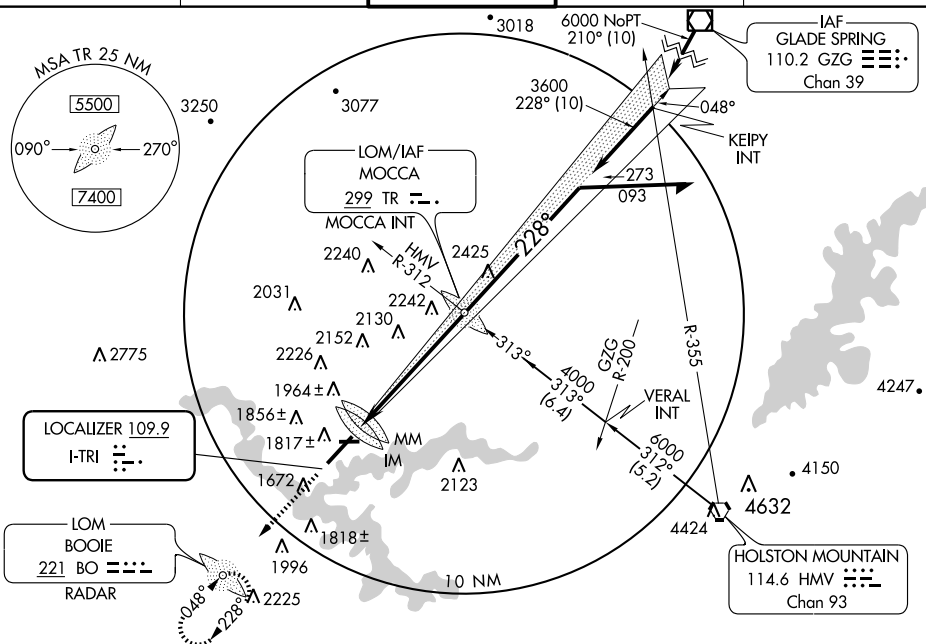
ATIS  
**118.25**

TRI-CITY APP CON ★  
**134.425 317.5**

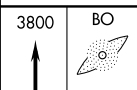
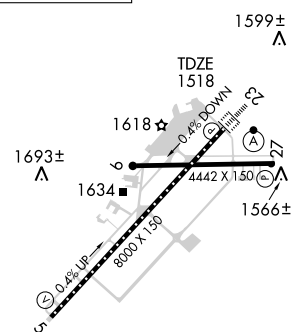
TRI-CITY TOWER ★  
**119.5 (CTAF) 257.8**

GND CON  
**121.7 348.6**

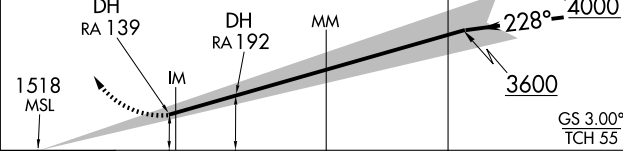
UNICOM  
**122.95**



ELEV 1519



ILS Unuseable inside threshold.



CATEGORY	A	B	C	D
S-ILS 23	RA 192/16	150	DA 1668	
S-ILS 23	RA 139/12	100	DA 1618	

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**





APP CRS **094°**  
Rwy Idg **4442**  
TDZE **1519**  
Apt Elev **1519**

# RNAV (GPS) RWY 9

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

▼ Straight-in minimums NA at night. Circling to Rwy 9 NA at night.  
Circling NA NW of Rwy 9 and 23. When VGSI inoperative, Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct BOYVA WP and hold.

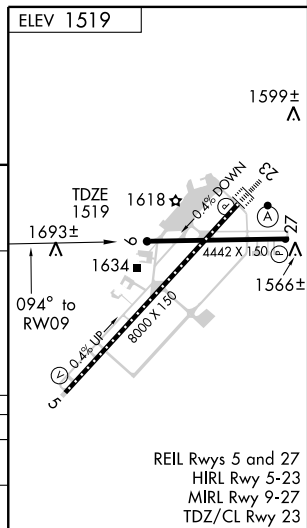
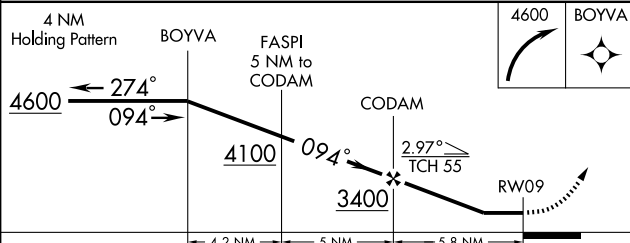
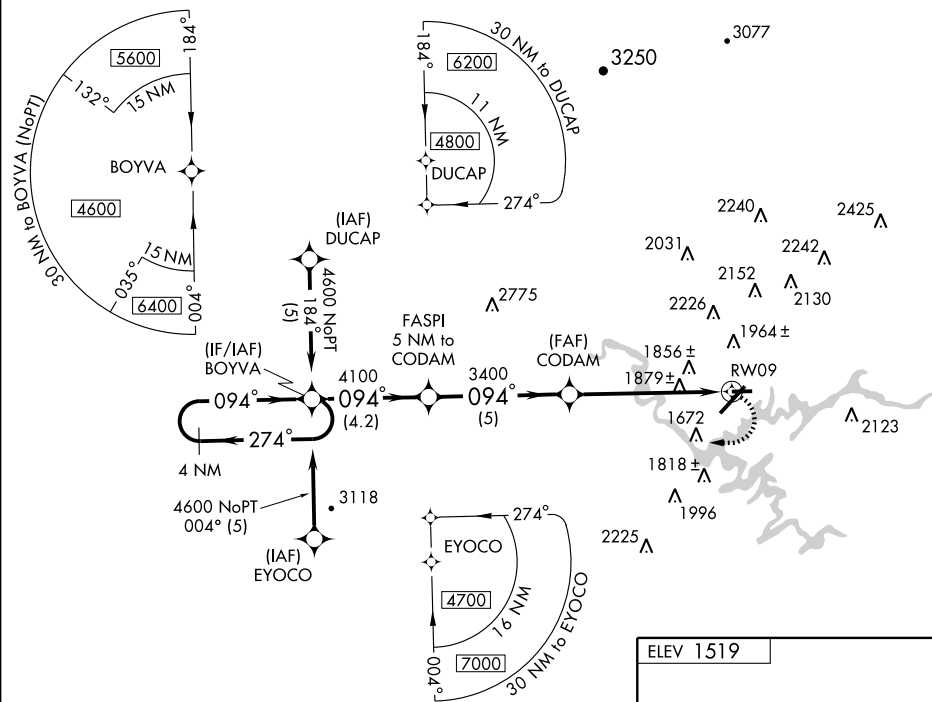
ATIS  
**118.25**

TRI-CITY APP CON ★  
**134.425 317.5**

TRI-CITY TOWER ★  
**119.5 (CTAF) 257.8**

GND CON  
**121.7 348.6**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
LNNAV MDA	2180-1 661 (700-1)	2180-1 661 (700-1)	2180-1 661 (700-1)	2180-2 661 (700-2)
CIRCLING	2180-1 661 (700-1)	2180-1 661 (700-1)	2180-2 661 (700-2)	2180-2 661 (700-2)

APP CRS	Rwy Idg	<b>4442</b>
<b>259°</b>	TDZE	<b>1518</b>
	Apt Elev	<b>1519</b>

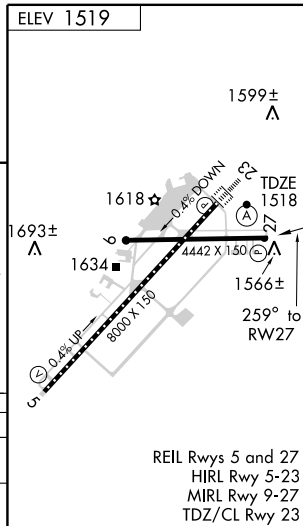
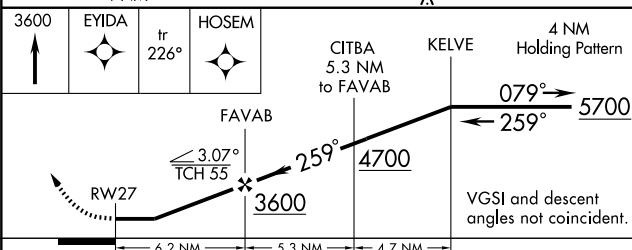
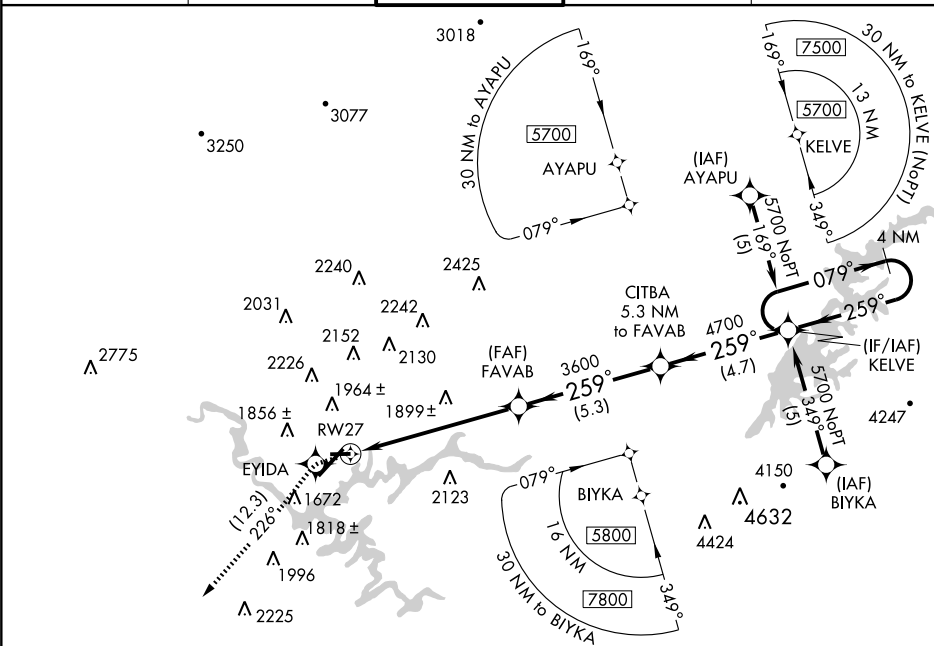
# RNAV (GPS) RWY 27

BRISTOL/ TRI-CITIES RGNL TN/VA (TRI)

When VGSI inoperative, circling to Rwy 27 NA at night.  
 Circling NA NW of Rws 9 and 23. Circling to Rwy 09 NA at night.  
 GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
 Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3600  
 direct EYIDA WP and via 226° track  
 to HOSEM WP and hold.

ATIS <b>118.25</b>	TRI-CITY APP CON★ <b>134.425 317.5</b>	TRI-CITY TOWER★ <b>119.5 (CTAF) 257.8</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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APP CRS **228°**  
Rwy Idg **8000**  
TDZE **1518**  
Apt Elev **1519**

# RNAV (GPS) Y RWY 23

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

**▽** Circling NA NW of Rwy 9 and 23. Circling to Rwy 09 NA at night.  
**△** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
When VGSI inoperative, circling to Rwy 27 NA at night.

ALSIF-2



MISSED APPROACH: Climb to 3600  
direct HOSEM WP and hold.

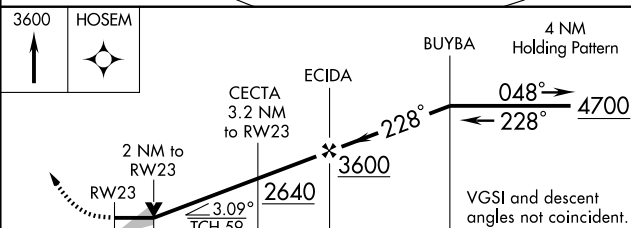
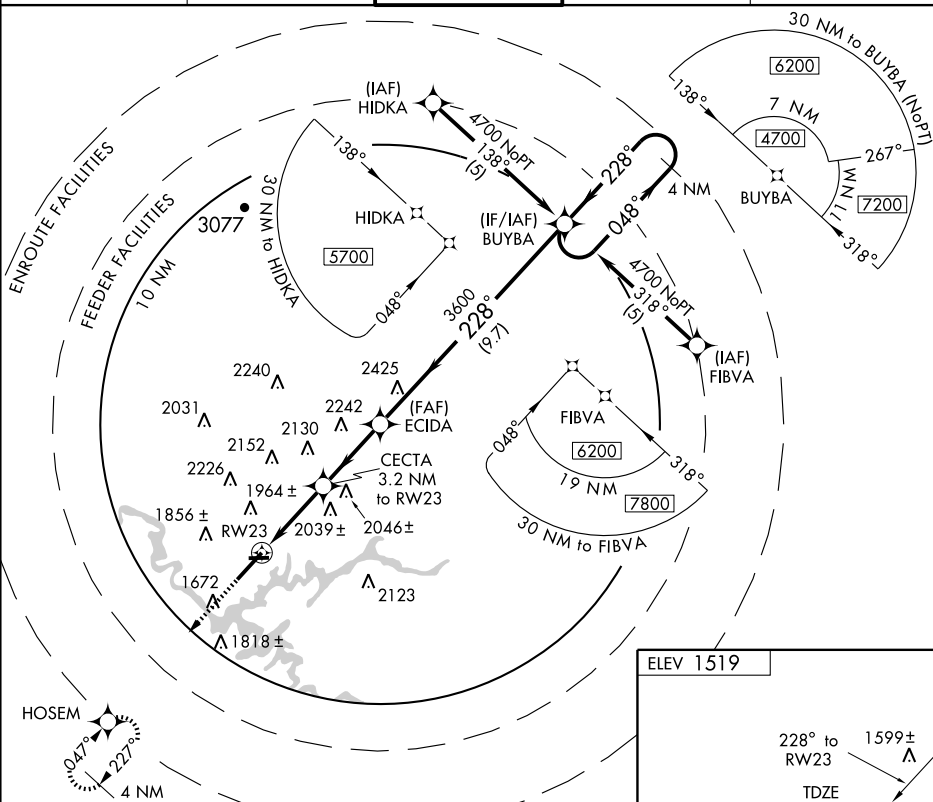
ATIS  
**118.25**

TRI-CITY APP CON★  
**134.425 317.5**

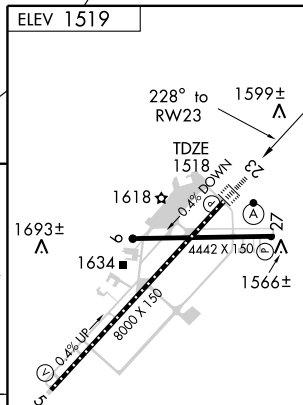
TRI-CITY TOWER★  
**119.5 (CTAF) 257.8**

GND CON  
**121.7 348.6**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
RNAV MDA	2240/24 722 (800-1/2)	2240-1 722 (800-1/2)	2240-1 722 (800-1/2)	2240-1 722 (800-1/2)
CIRCLING	2240-1 721 (800-1)	2240-2 721 (800-2)	2240-2 721 (800-2)	2240-2 721 (800-2)



REIL Rwy 5 and 27  
HIRL Rwy 5-23  
MIRL Rwy 9-27  
TDZ/CL Rwy 23

APP CRS  
**228°**

Rwy ldg **8000**  
TDZE **1518**  
Apt Elev **1519**

# RNAV (GPS) Z RWY 23

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

**⚠** Circling NA NW of Rwy 9 and 23. Circling to Rwy 09 NA at night.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -18°C (0°F).  
When VGSI inoperative, circling Rwy 27 NA at night.

ALSF-2



**MISSED APPROACH:** Climb to 3600  
direct HOSEM WP and hold.

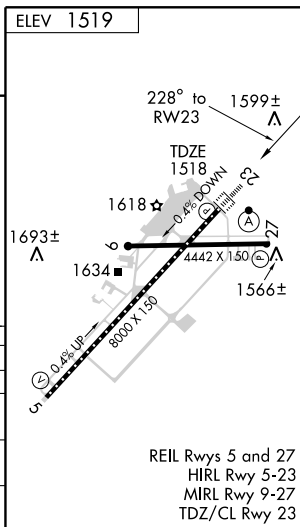
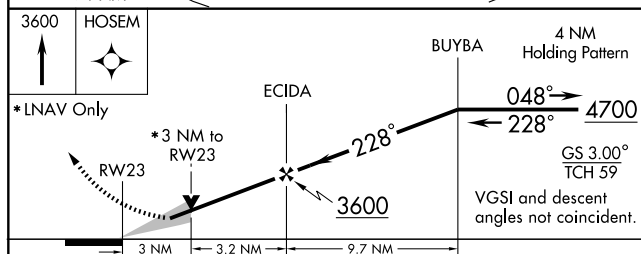
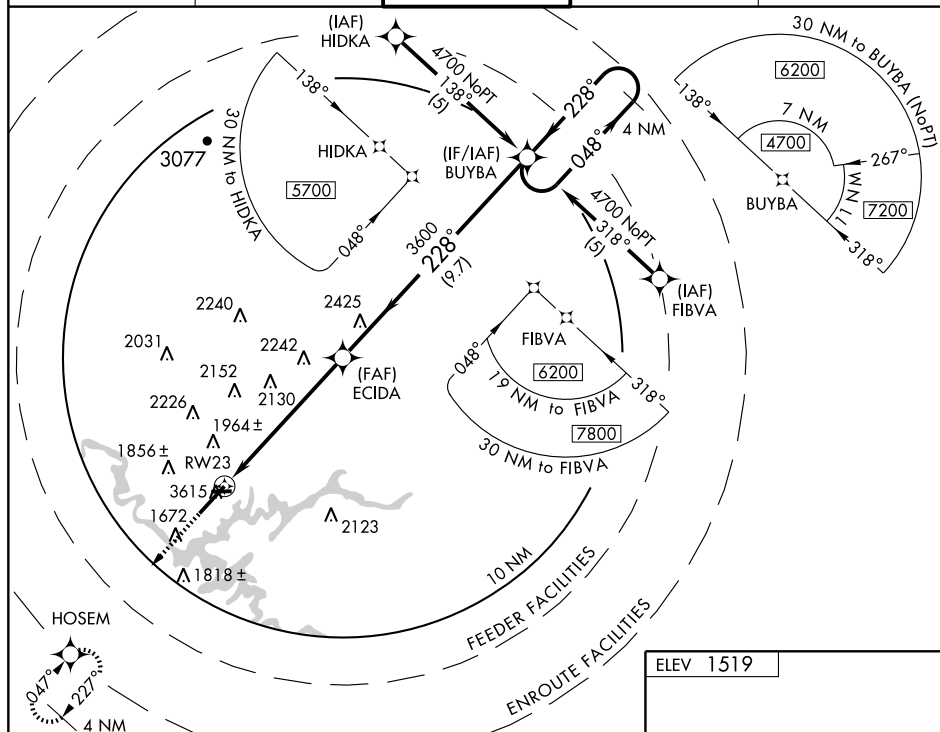
ATIS  
**118.25**

TRI-CITY APP CON★  
**134.425 317.5**

TRI-CITY TOWER★  
**119.5 (CTAF) 257.8**

GND CON  
**121.7 348.6**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2360-2½ 842 (900-2½)			
LNAV MDA	2560/40 1042 (1100-¾)	2560/50 1042 (1100-1)	2560-2½	1042 (1100-2½)
CIRCLING	2560-3 1041 (1100-3)			

## CAMDEN

**BENTON CO** (ØM4) 3 S UTC-6(-5DT) N36°00.57' W88°07.48'

468 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 04-22: H5001X75 (ASPH) S-30 MIRL

RWY 04: REIL. PAPI(P2R). Trees

RWY 22: REIL. PAPI(P2L).

**AIRPORT REMARKS:** Attended Tue-Sat 1400-2200Z. Arpt unattended Thanksgiving, Christmas and New Year's Day. For arpt attendant after hrs call 731-584-3609. Trees obscure view of windsock from approaching and departing acft on Rwy 04.

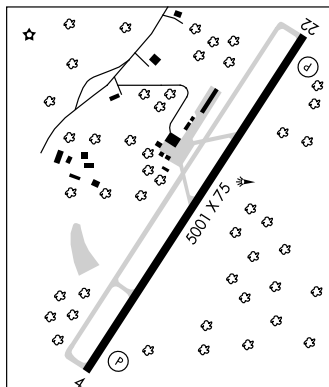
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'  
W88°21.53' 023° 27.2 NM to fld. 630/02E.

ST LOUIS  
H-6J, L-161  
IAP



**CAMPBELL CO** (See JACKSBORO)

**CARROLL CO** (See HUNTINGDON)

**CENTERVILLE MUNI** (GHM) 3 N UTC-6(-5DT) N35°50.25' W87°26.72'

768 B FUEL 100LL NOTAM FILE MKL

RWY 02-20: H4002X75 (ASPH) S-21, D-31 MIRL

RWY 02: SAVASI(S2L)—GA 4.0°TCH 26'. Pole. Trees.

RWY 20: REIL. SAVASI(S2L). Thld dspcd 250'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Fuel avbl 24hrs credit card svc. MIRL Rwy 02-20 preset low ints; to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

GRAHAM RCO 122.1R 111.6T (JACKSON RADIO)

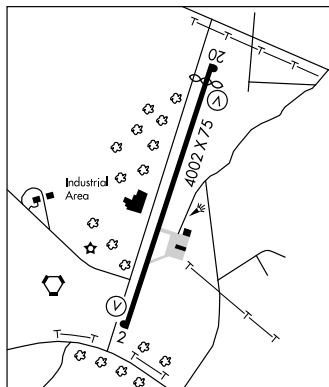
GRAHAM RCO 122.25 (JACKSON RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'  
W87°27.11' at fld. 770/03E.

ATLANTA  
L-161  
IAP



**CHARLES W BAKER** (See MILLINGTON)

# RNAV (GPS) RWY 4

## CAMDEN/ BENTON COUNTY (0M4)

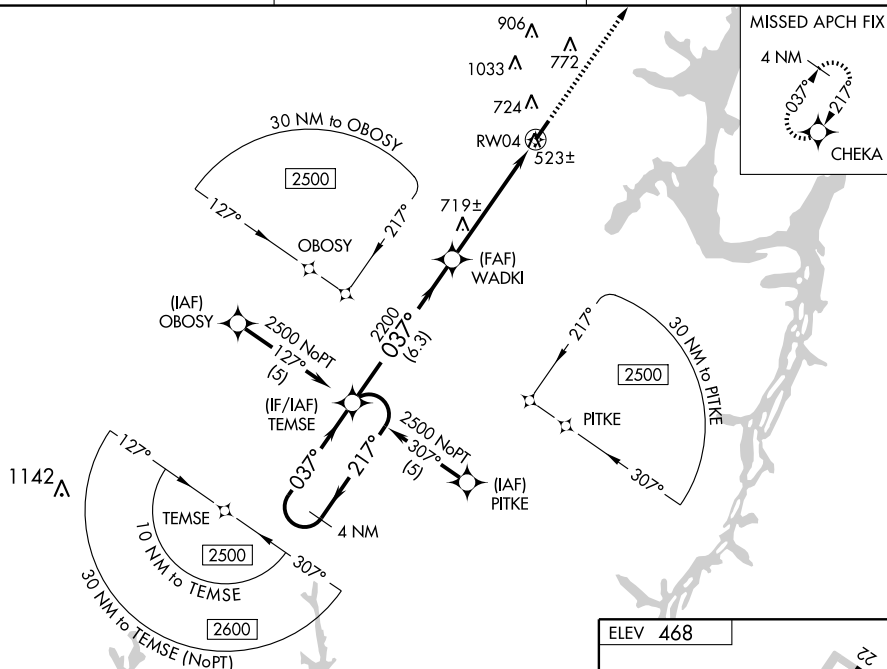
Baro-VNAV NA. DME/DME RNP-0.3NA.  
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility  $\frac{1}{4}$  mile, LNAV/VNAV all Cats visibility  $\frac{1}{4}$  mile, and LNAV Cat C visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 2500 direct CHEKA and hold.

BEECH RIVER RGNL AWOS-3  
118.125

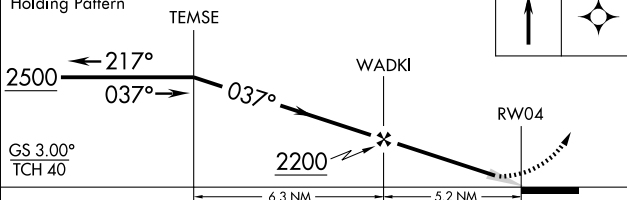
MEMPHIS CENTER  
125.85 379.25

UNICOM  
122.8 (CTAF)

4 NM  
Holding Pattern

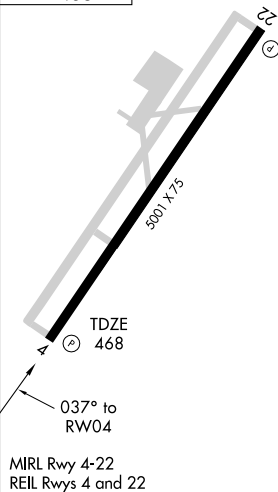
VGSI and RNAV glidepath not coincident.

2500	CHEKA
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CATEGORY	A	B	C	D
LPV DA	771-1 303 (400-1)			NA
LNAV/ VNAV DA	944-1 <sup>3</sup> / <sub>4</sub> 476 (500-1 <sup>3</sup> / <sub>4</sub> )			NA
LNAV MDA	1040-1 572 (600-1)		1040-1 <sup>1</sup> / <sub>2</sub> 572 (600-1 <sup>1</sup> / <sub>2</sub> )	NA
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA

ELEV 468



WAAS CH <b>82714</b> <b>W22A</b>	APP CRS <b>217°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>465</b> <b>468</b>
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AL-6386 (FAA)

# RNAV (GPS) RWY 22

CAMDEN/ BENTON COUNTY (ØM4)

**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.  
**▲ NA** Use Beech River Rgnl altimeter setting; when not received, use Jackson  
 altimeter setting and increase all DA 58 feet and all MDA 60 feet and  
 increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility  
 ¼ mile, and LNAV Cat C visibility ¼ mile.

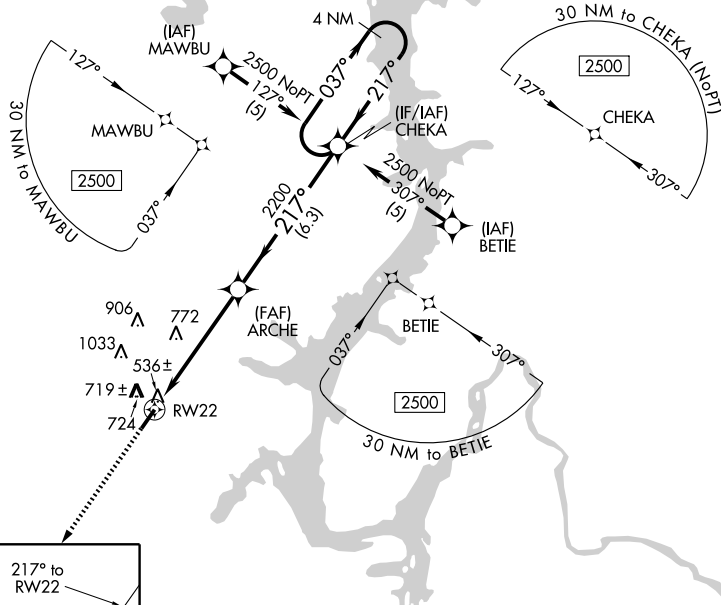
MISSED APPROACH: Climb to  
 2500 direct TEMSE and hold.

BEECH RIVER RGNL AWOS-3  
**118.125**

MEMPHIS CENTER  
**125.85 379.25**

UNICOM  
**122.8 (CTAF)**

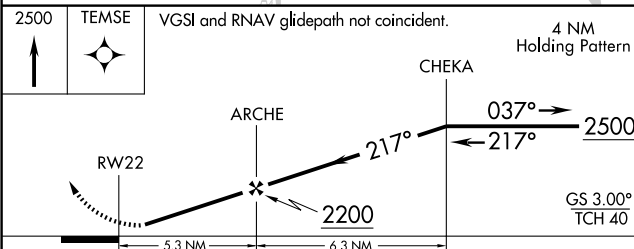
△1083



ELEV 468

217° to  
 RW22

TDZE  
 465



CATEGORY	A	B	C	D
LPV DA	833-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	980-1¾ 515 (600-1¾)			NA
LNAV MDA	1080-1	615 (700-1)	1080-1¾ 615 (700-1¾)	NA
CIRCLING	1140-1	672 (700-1)	1140-2 672 (700-2)	NA

MIRL Rwy 4-22  
 REIL Rws 4 and 22



VOR/DME JKS <b>109.4</b> Chan <b>31</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev <b>5001</b> <b>468</b>
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# VOR/DME RWY 4

CAMDEN/ BENTON COUNTY (ØM4)

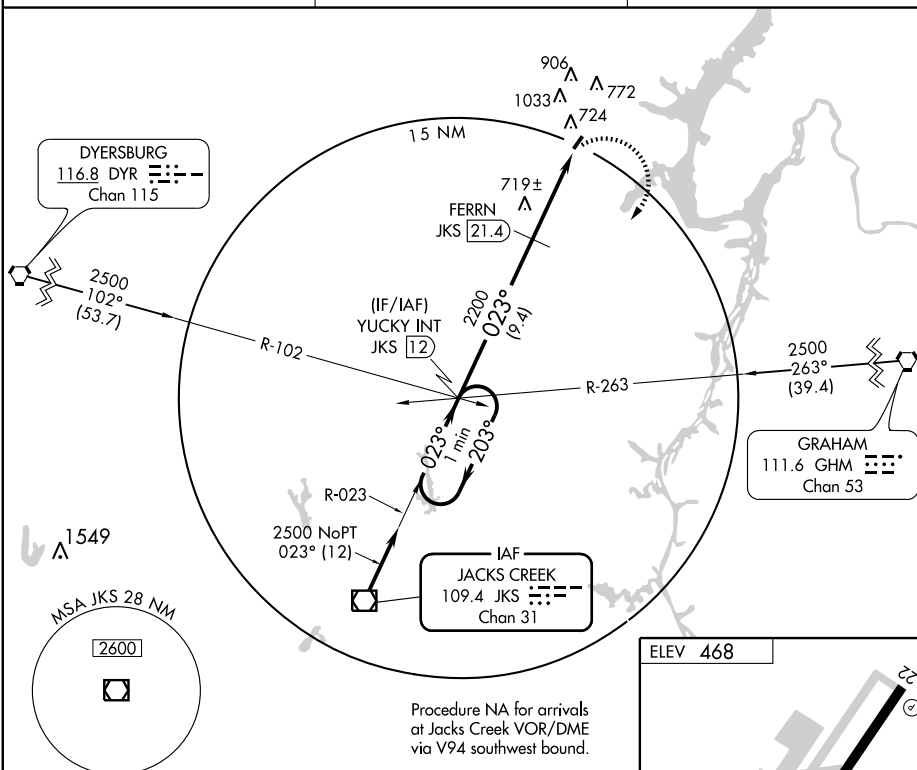
▼ Visibility reduction by helicopters NA.  
 ▲ NA Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via JKS VOR/DME R-023 to YUCKY INT/JKS 12 DME and hold.

BEECH RIVER RGNL AWOS-3  
**118.125**

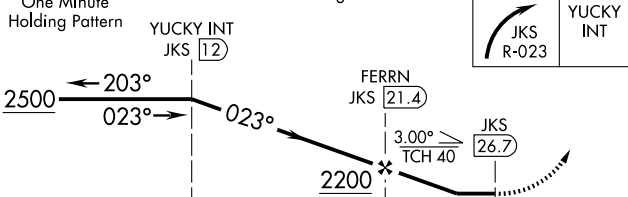
MEMPHIS CENTER  
**125.85 379.25**

UNICOM  
**122.8 (CTAF)**

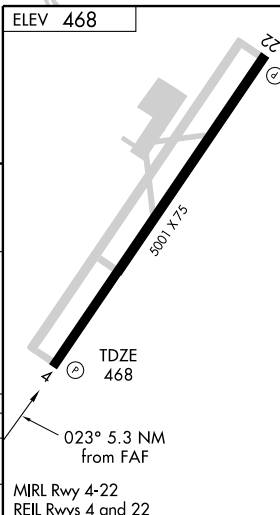


Procedure NA for arrivals at Jacks Creek VOR/DME via V94 southwest bound.

One Minute Holding Pattern VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-4	1040-1 572 (600-1)	1040-1¼ 572 (600-1¼)	1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)	1140-1¼ 672 (700-1¼)	1140-2 672 (700-2)	NA



## CAMDEN

**BENTON CO** (ØM4) 3 S UTC-6(-5DT) N36°00.57' W88°07.48'

468 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 04-22: H5001X75 (ASPH) S-30 MIRL

RWY 04: REIL. PAPI(P2R). Trees

RWY 22: REIL. PAPI(P2L).

**AIRPORT REMARKS:** Attended Tue-Sat 1400-2200Z. Arpt unattended Thanksgiving, Christmas and New Year's Day. For arpt attendant after hrs call 731-584-3609. Trees obscure view of windsock from approaching and departing acft on Rwy 04.

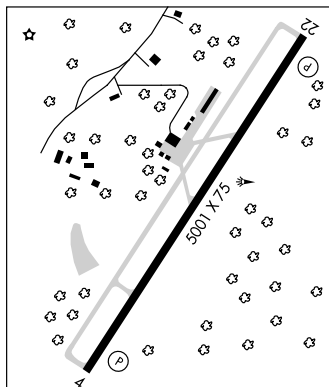
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'  
W88°21.53' 023° 27.2 NM to fld. 630/02E.

ST LOUIS  
H-6J, L-161  
IAP



**CAMPBELL CO** (See JACKSBORO)

**CARROLL CO** (See HUNTINGDON)

**CENTERVILLE MUNI** (GHM) 3 N UTC-6(-5DT) N35°50.25' W87°26.72'

768 B FUEL 100LL NOTAM FILE MKL

RWY 02-20: H4002X75 (ASPH) S-21, D-31 MIRL

RWY 02: SAVASI(S2L)—GA 4.0°TCH 26'. Pole. Trees.

RWY 20: REIL. SAVASI(S2L). Thld dspcd 250'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Fuel avbl 24hrs credit card svc. MIRL Rwy 02-20 preset low ints; to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

GRAHAM RCO 122.1R 111.6T (JACKSON RADIO)

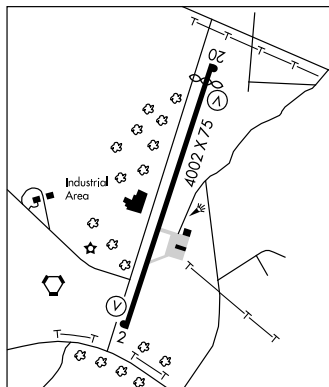
GRAHAM RCO 122.25 (JACKSON RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'  
W87°27.11' at fld. 770/03E.

ATLANTA  
L-161  
IAP



**CHARLES W BAKER** (See MILLINGTON)

VORTAC GHM  
**111.6**  
 Chan **53**

APP CRS  
**354°**

Rwy Idg **4002**  
 TDZE **768**  
 Apt Elev **768**

# VOR/DME or GPS RWY 2

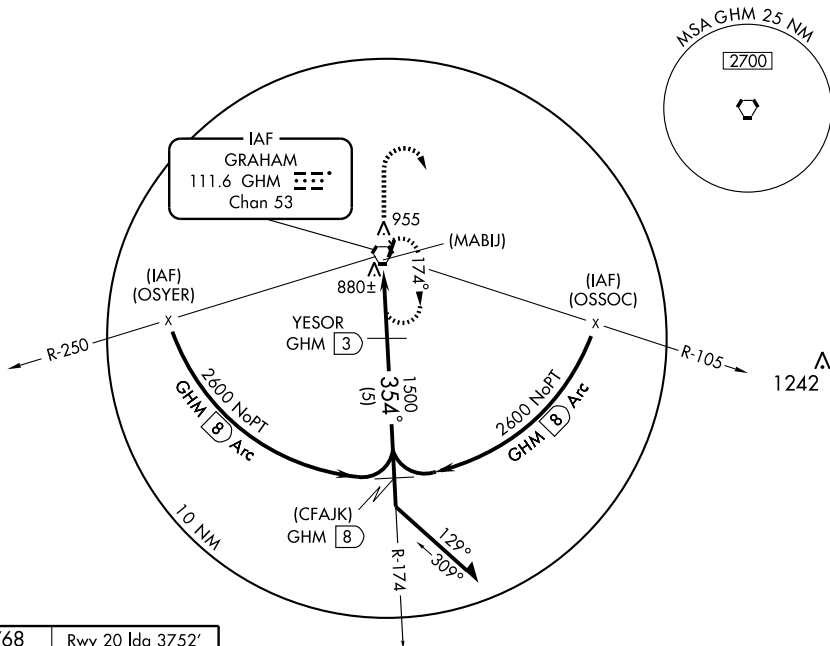
CENTERVILLE MUNI (GHM)

⚠ NA Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

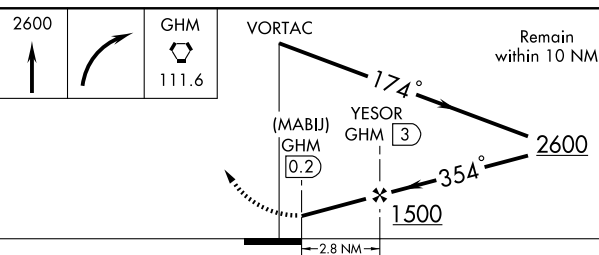
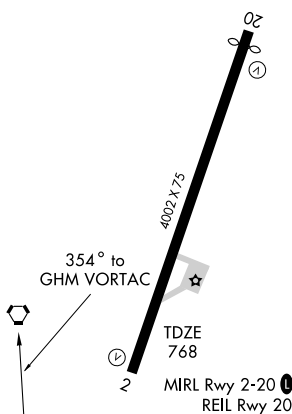
MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER  
**125.85 381.4**

UNICOM  
**122.8** (CTAF) **L**



ELEV 768 Rwy 20 Idg 3752'



CATEGORY	A	B	C	D
S-2	1140-1 372 (400-1)			1140-1¼ 372 (400-1¼)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1320-1 552 (600-1)		1320-1½ 552 (600-1½)	1320-1¾ 552 (600-1¾)
CIRCLING	1420-1 652 (700-1)		1420-1¾ 652 (700-1¾)	1420-2 652 (700-2)

VORTAC GHM <b>111.6</b> Chan <b>53</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev <b>4002</b> <b>768</b> <b>768</b>
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# VOR RWY 2

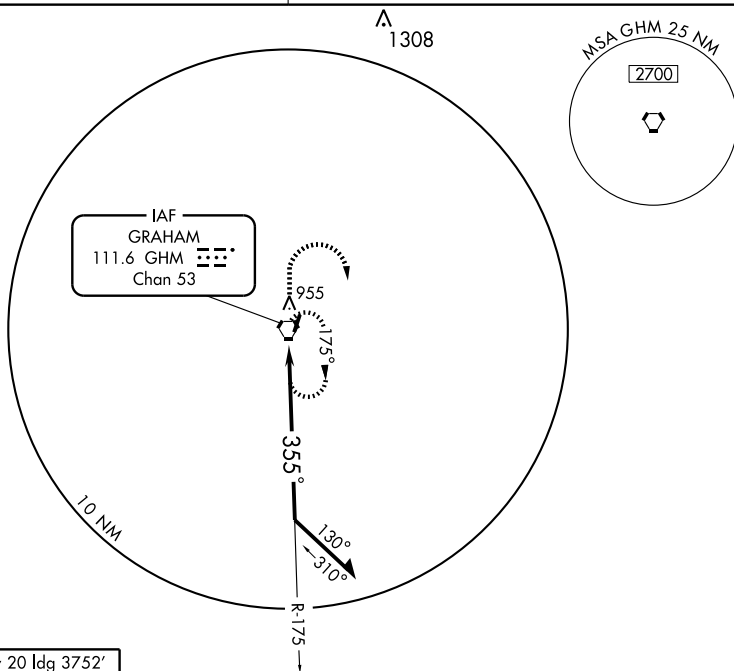
CENTERVILLE MUNI (GHM)

**▽** Obtain local altimeter on CTAF, if not received  
**▲ NA** use Nashville altimeter setting.

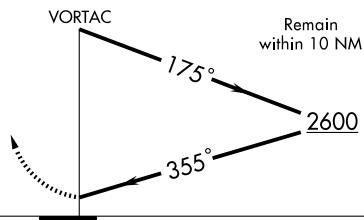
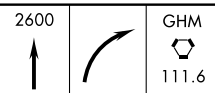
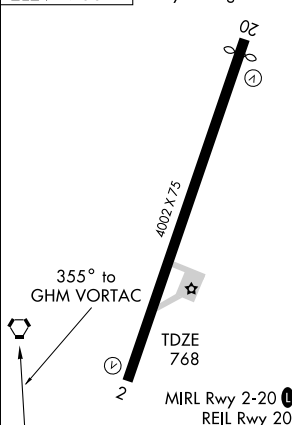
MISSED APPROACH: Climb to 2600 then right turn  
direct GHM VORTAC and hold.

MEMPHIS CENTER  
**125.85 381.4**

UNICOM  
**122.8** (CTAF) **L**



ELEV 768 Rwy 20 Idg 3752'



CATEGORY	A	B	C	D
S-2	1240-1 472 (500-1)		1240-1¼ 472 (500-1¼)	1240-1½ 472 (500-1½)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)

### NASHVILLE ALTIMETER SETTING MINIMUMS

S-2	1440-1 672 (700-1)	1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)
CIRCLING	1440-1 672 (700-1)	1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

10210

## AIRPORT DIAGRAM

AL-79 (FAA)

CHATTANOOGA/LOVELL FIELD (CHA)  
CHATTANOOGA, TENNESSEE

ATIS  
119.85  
CHATTANOOGA TOWER ★  
118.3 257.8  
GND CON  
121.7 348.6  
CLNC DEL  
120.95 348.6  
D

ELEV  
671

RWY 02-20  
S-120, D-164, 2S-175, 2D-265  
RWY 15-33  
S-120, D-164, 2S-175, 2D-265

ELEV  
667

35°02.5'N

35°02.0'N

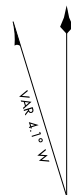
35°01.5'N

FIRE  
STATIONFIELD  
ELEV  
683TWR  
778  
CARGOELEV  
681GENERAL AVIATION  
PARKING

TERMINAL

GENERAL AVIATION  
PARKING

HANGAR

ELEV  
674

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

A  
809

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

85°12.5'W

85°12.0'W

85°11.5'W

## AIRPORT DIAGRAM

10210

CHATTANOOGA, TENNESSEE  
CHATTANOOGA/LOVELL FIELD (CHA)

SE-1, 21 OCT 2010 to 18 NOV 2010

## CHATTANOOGA

DALLAS BAY SKY PARK (1A0) 11 N UTC-5(-4DT) N35°11.25' W85°10.66'

ATLANTA

L-25A

690 B FUEL 100LL NOTAM FILE BNA

RWY 05-23: H3025X50 (ASPH) LIRL

RWY 05: Thld dsplcd 200'. Tree.

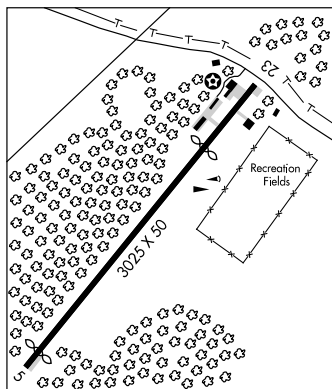
RWY 23: Thld dsplcd 700'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1330-0000Z†, Sun 1800-2300Z†. ACTIVATE LIRL Rwy 05-23 and rotating bcn-123.0.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 354° 13.6 NM to fld. 1030/01E. HIWAS.



LOVELL FLD (CHA) 5 E UTC-5(-4DT) N35°02.11' W85°12.21'

ATLANTA

H-9A, 12G, L-25A

IAP, AD

683 B S4 FUEL 100LL, JET A OX 3, 4 LRA Class I, ARFF Index IB NOTAM FILE CHA

RWY 02-20: H7400X150 (ASPH-GRVD) S-120, D-164, 2S-175, 2D-265 HIRL CL

RWY 02: MALSR. VASI(V4R)—GA 3.0° TCH 56'.

RWY 20: ALSF2. TDZL. Railroad.

RWY 15-33: H5575X150 (ASPH-GRVD) S-120, D-164, 2S-175, 2D-265 MIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 45'. Thld dsplcd 105'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 47'. Thld dsplcd 575'. Trees.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-7400 TODA-7400 ASDA-7200 LDA-7200

RWY 15: TORA-5575 TODA-5575 ASDA-5575 LDA-5470

RWY 20: TORA-7400 TODA-7400 ASDA-7400 LDA-7400

RWY 33: TORA-5470 TODA-5470 ASDA-5470 LDA-5000

AIRPORT REMARKS: Attended continuously. Large flocks of birds in ovf arpt. Transient acft avoid security zone within 300 ft of terminal building. Read back all hold short instructions rqrd. ACTIVATE HIRL and CL Rwy 02-20; TDZL Rwy 20, MALSR Rwy 02—CTAF. MIRL Rwy 15-33 unavailable when twr clsd. ALSF2 Rwy 20 ops med intensity when twr clsd. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (423) 499-5973. LLWAS.

COMMUNICATIONS: CTAF 118.3 ATIS 119.85 UNICOM 122.95

CHATTANOOGA RCO 123.65 122.2 (NASHVILLE RADIO)

Ⓡ CHATTANOOGA APP CON 125.1 (021°-199°) 119.2 (200°-020°) 126.5 (1100-0450Z†)

CHATTANOOGA TOWER 118.3 (1100-0450Z†) GND CON 121.7 CLNC DEL 120.95

Ⓡ CHATTANOOGA DEP CON 125.1 (021°-199°) 119.2 (200°-020°) (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 132.05 (0450-1100Z†)

AIRSPACE: CLASS C svc 1100-0450Z† etc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

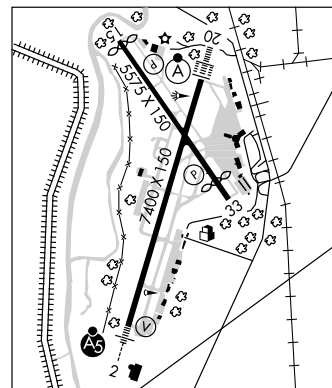
CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 330° 5.1 NM to fld. 1030/01E. HIWAS.

DAISY NDB (HW) 341 CQN N35°09.99' W85°09.44' 198° 8.2 NM to fld (Unmonitored when twr clsd).

ILS 109.5 I-CHA Rwy 20. Class IIE. ILS unmonitored when twr clsd.

ILS 108.3 I-CGW Rwy 02. Class IB. BC unusable. ILS unmonitored when twr clsd. GS unusable byd 4° left of course.

ASR (1100-0450Z†)



CHATTANOOGA N35°02.12' W85°12.23'

RCO 123.65 122.2 (NASHVILLE RADIO) at Lovell Fld.

ATLANTA

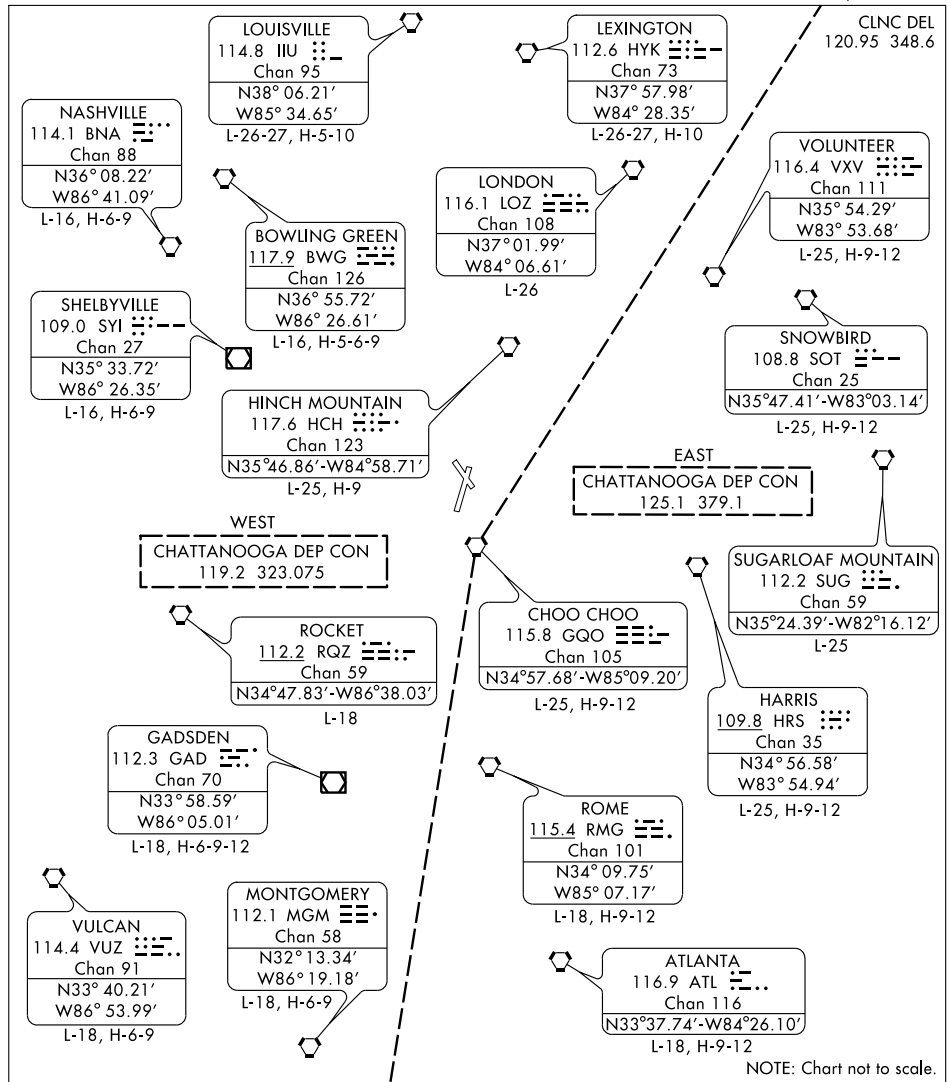
L-25A

(CHA5.CHA) 07354

SL-79 (FAA)

CHATTANOOGA/ LOVELL FIELD (CHA)  
CHATTANOOGA, TENNESSEE

CHATTANOOGA FIVE DEPARTURE



**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAYS 2 and 20: Maintain runway heading for departure vectors. Thence....

....Via vector to join assigned route. Maintain 5000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.



LOC I-CGW	APP CRS	Rwy Idg	7200
<b>108.3</b>	<b>019°</b>	TDZE	<b>682</b>
		Apt Elev	<b>682</b>

## ILS or LOC RWY 2

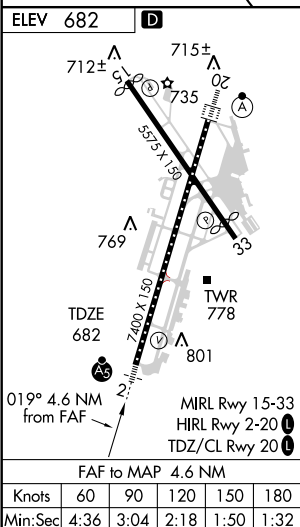
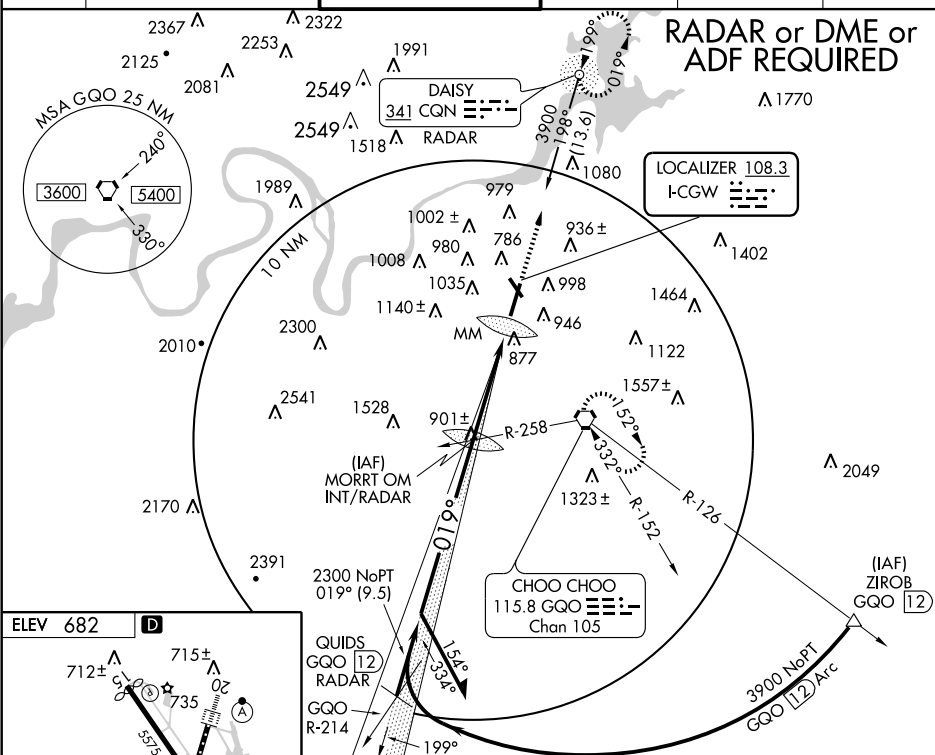
CHATTANOOGA/LOVELL FIELD (CHA)

**▼** When local altimeter setting not received, use Dalton altimeter setting and increase all DA 62 feet and all MDA 80 feet: increase Circling Cat C/D visibility ¼ mile.  
**▲** For inoperative MALS R when using Dalton altimeter setting, increase S-ILS 2 visibility to 1 mile all Cats. Glideslope unusable beyond 4° left of course.  
 Autopilot coupled approaches not authorized below 945 feet MSL. ADF Required.  
 Circling to Rwy 15/33 NA when control tower closed.



**MISSED APPROACH:** Climb to 3200 direct CQN NDB and hold, continue climb-in-hold to 3200.

ATIS	CHATTANOOGA APP CON *	CHATTANOOGA TOWER *	GND CON	CLNC DEL	UNICOM
<b>119.85</b>	<b>125.1 379.1</b>	<b>118.3 (CTAF) 0 257.8</b>	<b>121.7 348.6</b>	<b>120.95 348.6</b>	<b>122.95</b>



CATEGORY	A	B	C	D
S-ILS 2	882/24 200 (200-½)			
S-LOC 2	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1½)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

LOC I-CHA <b>109.5</b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	<b>7400</b> <b>673</b> <b>682</b>
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## ILS or LOC RWY 20

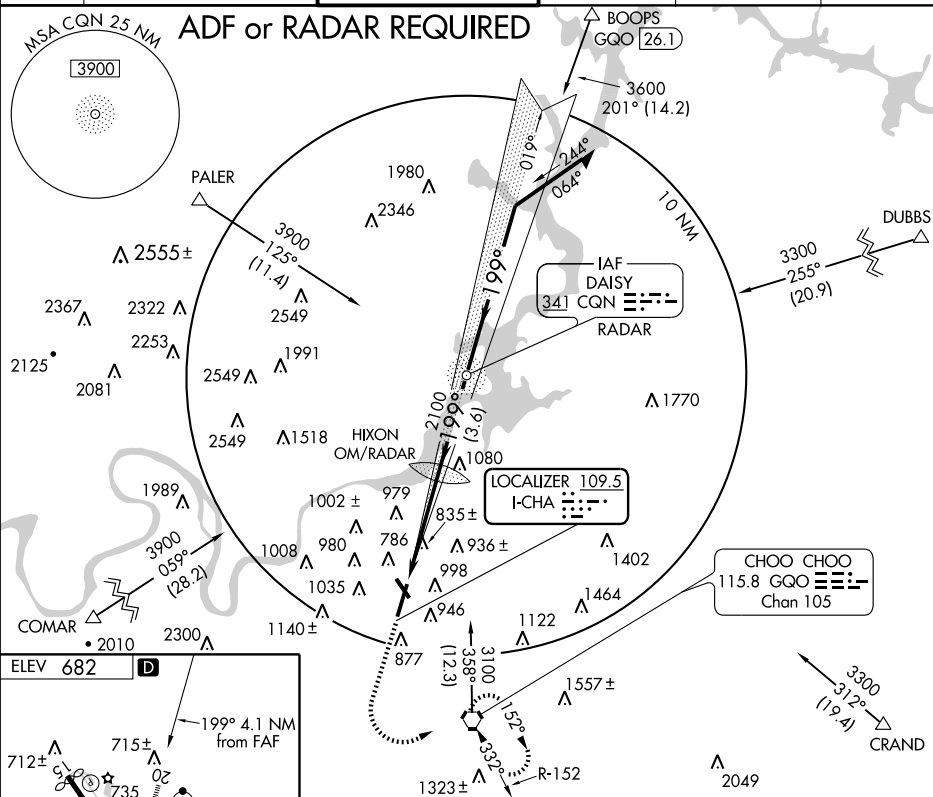
CHATTANOOGA/LOVELL FIELD (CHA)

**V** If local altimeter setting not received, use Dalton altimeter setting: increase DA to 935 feet, increase all MDAs 80 feet.  
**ASR** Circling to Rwy 15/33 NA when control tower closed.



**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS <b>119.85</b>	CHATTANOOGA APP CON * <b>125.1 379.1</b>	CHATTANOOGA TOWER * <b>118.3 (CTAF) 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>120.95 348.6</b>	UNICOM <b>122.95</b>
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SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-CHA <b><u>109.5</u></b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	<b>7400</b> <b>673</b> <b>682</b>
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**ILS RWY 20 (CAT II)**  
**CHATTANOOGA/LOVELL FIELD (CHA)**



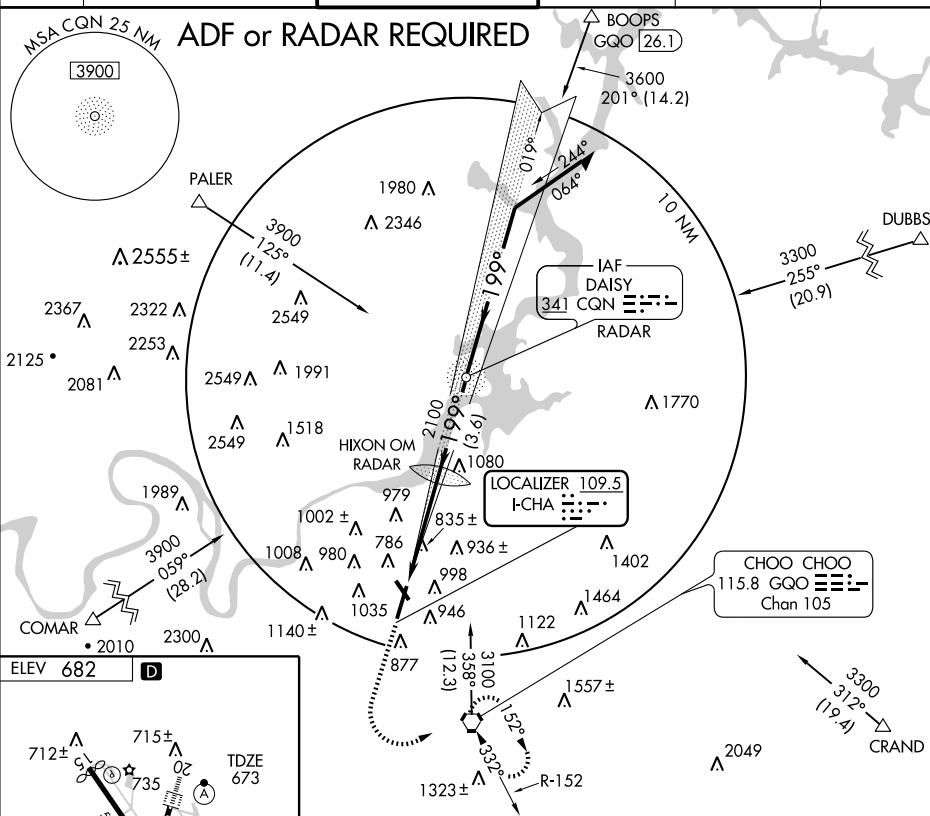
When control tower closed, Cat II ILS NA.  
Cat II ILS NA when using Dalton altimeter setting.



**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3100 direct GGO VORTAC and hold; continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 0 257.8	121.7 348.6	120.95 348.6	122.95

## ADF or RADAR REQUIRED



1300 3100 GQO

HIXON OM RADAR NDB/RADAR

Remain within 10 NM

019° 199° 3000

673 MSL DH RA 103

2055 2500 \*3000 GS 3.00° TCH 56

\*2500 when directed by ATC.

1189 954 4.1 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 20	RA 103/12 100	DA 773		

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

CHATTANOOGA, TENNESSEE  
Amdt 36 10266

35° 02'N-85° 12'W

CHATTANOOGA/LOVELL FIELD (CHA)  
U.S. NAVY 20 (CATH)

ILS RWY 20 (CAT II)

SE-1. 21 OCT 2010 to 18 NOV 2010



APP CRS **147°**  
Rwy Idg **5470**  
TDZE **671**  
Apt Elev **682**

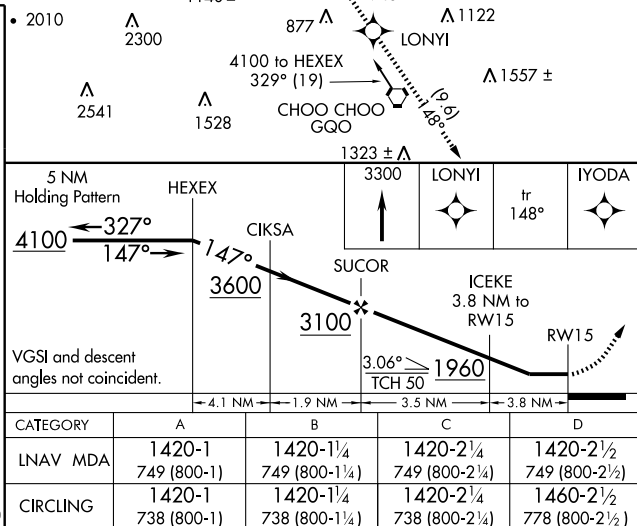
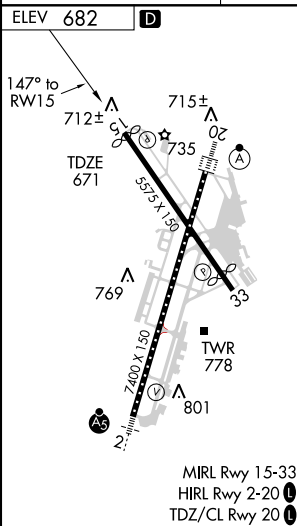
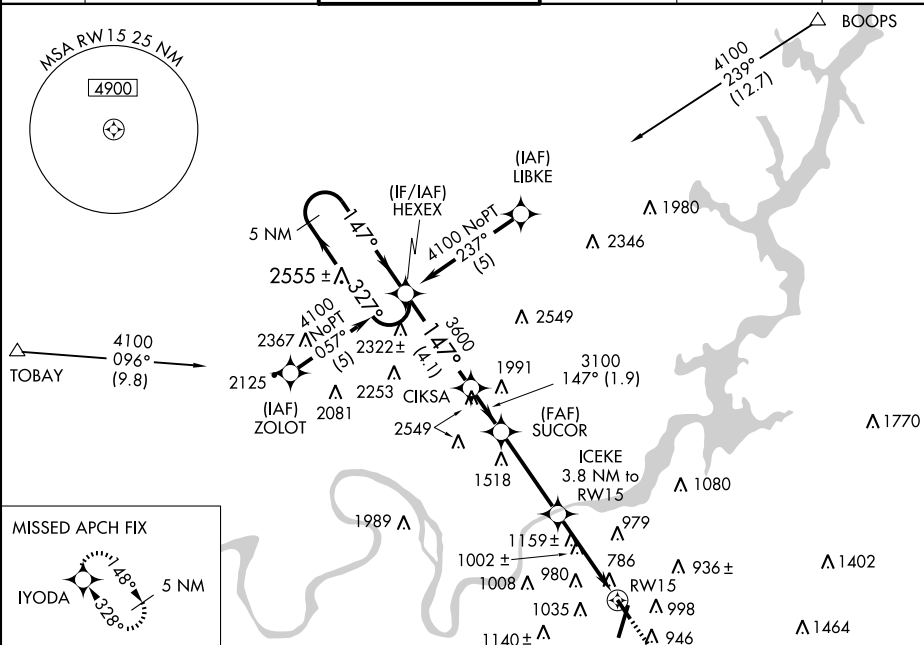
# RNAV (GPS) RWY 15

CHATTANOOGA/LOVELL FIELD (CHA)

▼ If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSI inoperative, straight-in/Circling Rwy 15 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct LONYI and via 148° track to IYODA and hold.

ATIS <b>119.85</b>	CHATTANOOGA APP CON * <b>125.1 379.1</b>	CHATTANOOGA TOWER * <b>118.3 (CTAF) 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>120.95 348.6</b>	UNICOM <b>122.95</b>
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WAAS CH <b>70305</b> <b>W20A</b>	APP CRS <b>199°</b>	Rwy Idg <b>7400</b> TDZE <b>673</b> Apt Elev <b>682</b>
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# RNAV (GPS) RWY 20

## CHATTANOOGA/LOVELL FIELD (CHA)

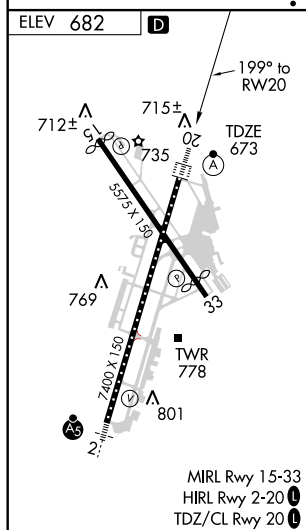
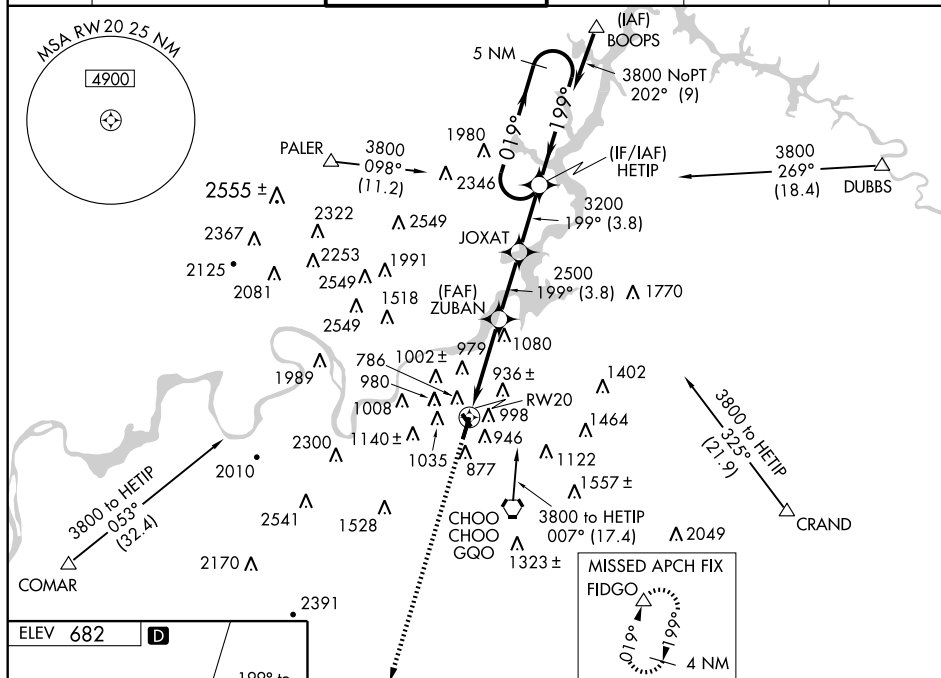
**ASR** If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 992 feet; increase LNAV/VNAV DA to 1342 feet; increase all MDAs 80 feet. For inoperative ALSF, increase LPV visibility to 1, all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when center tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16°C (4°F).

ALSF-2



**MISSED APPROACH:** Climb to 3600 direct FIDGO and hold.

ATIS <b>119.85</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	CHATTANOOGA TOWER ★ <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>120.95 348.6</b>	UNICOM <b>122.95</b>
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The diagram illustrates a flight profile starting from a low altitude, indicated by a black bar at the bottom left. The initial climb is labeled "RW20" with a dotted line. The first segment is 2 NM long, leading to waypoint ZUBAN. From ZUBAN, the profile continues to JOXAT, which is 3.6 NM away. At JOXAT, there is a significant climb to 3200 feet, labeled "199°". From JOXAT, the profile proceeds to HETIP, which is 3.8 NM away. At HETIP, the altitude is 3800 feet, and the heading is 019°. A holding pattern is shown at HETIP, with a turn of 199°. The final segment is 3.8 NM long, ending at a point where the altitude is 3000 feet (GS 3.00°) and the terrain clearance is TCH 53.

CATEGORY	A	B	C	D
LPV DA		930/24	257 (300-½)	
LNAV/ VNAV DA		1280-1¾	607 (600-1¾)	
LNAV MDA	1340/24	667 (700-½)	1340/60 667 (700-1¼)	1340-1½ 667 (700-½)
CIRCLING		1340-2¼	658 (700-2¼)	1460-2½ 778 (800-2½)

APP CRS <b>328°</b>	Rwy Idg <b>5000</b>
	TDZE <b>671</b>
	Apt Elev <b>682</b>

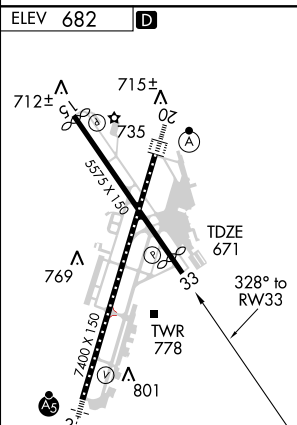
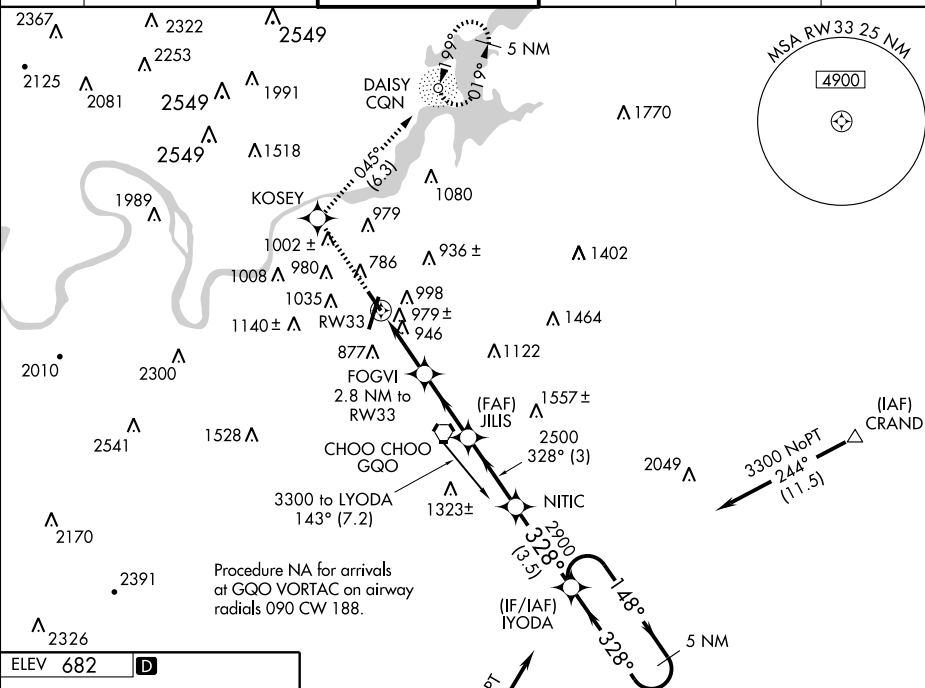
# RNAV (GPS) RWY 33

## CHATTANOOGA/LOVELL FIELD (CHA)

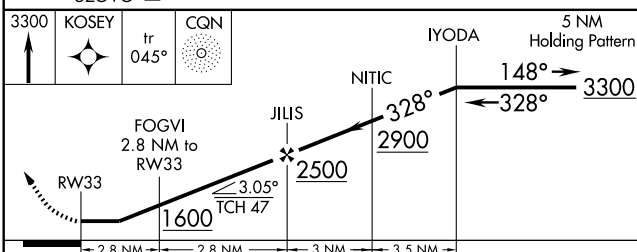
**⚠** If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDA's 80 feet. Procedure NA when control tower closed. When VGSI inoperative, straight-in/Circling Rwy 33 NA at night. DME/DME RNP -0.3 NA.

**MISSED APPROACH:** Climb to 3300 direct KOSEY and via 045° track to CQN NDB and hold.

ATIS <b>119.85</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	CHATTANOOGA TOWER ★ <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>120.95 348.6</b>	UNICOM <b>122.95</b>
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MIRL Rwy 15-33  
HIRL Rwy 2-20  
TDZ/CL Rwy 20



CATEGORY	A	B	C	D
LNAV MDA	1240-1	569 (600-1)	1240-1½ 569 (600-1½)	1240-1¾ 569 (600-1¾)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

VORTAC GQO	APP CRS	Rwy Idg	<b>5000</b>
<b>115.8</b>		TDZE	<b>671</b>
Chan <b>105</b>	<b>332°</b>	Apt Elev	<b>682</b>

VOR RWY 33

CHATTANOOGA/LOVELL FIELD (CHA)

**T** When local altimeter setting not received, use Dalton altimeter setting  
**A** and increase all MDA 80 feet: increase S-33 visibility Cat B  $\frac{1}{4}$ , Cat  
**ASR** C/D  $\frac{1}{2}$ , and Circling visibility Cat C  $\frac{1}{2}$  and Cat D  $\frac{1}{4}$  mile. When  
 control tower closed, straight-in minimums NA. ADF Required.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct CQN NDB and hold.

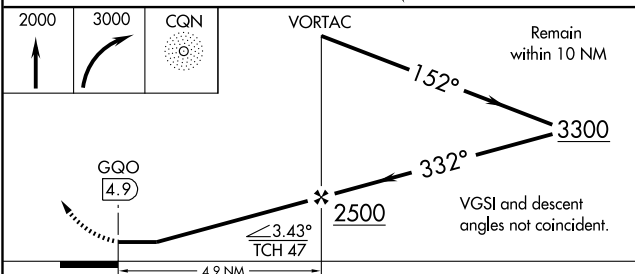
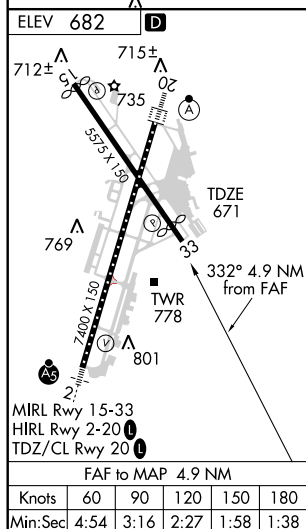
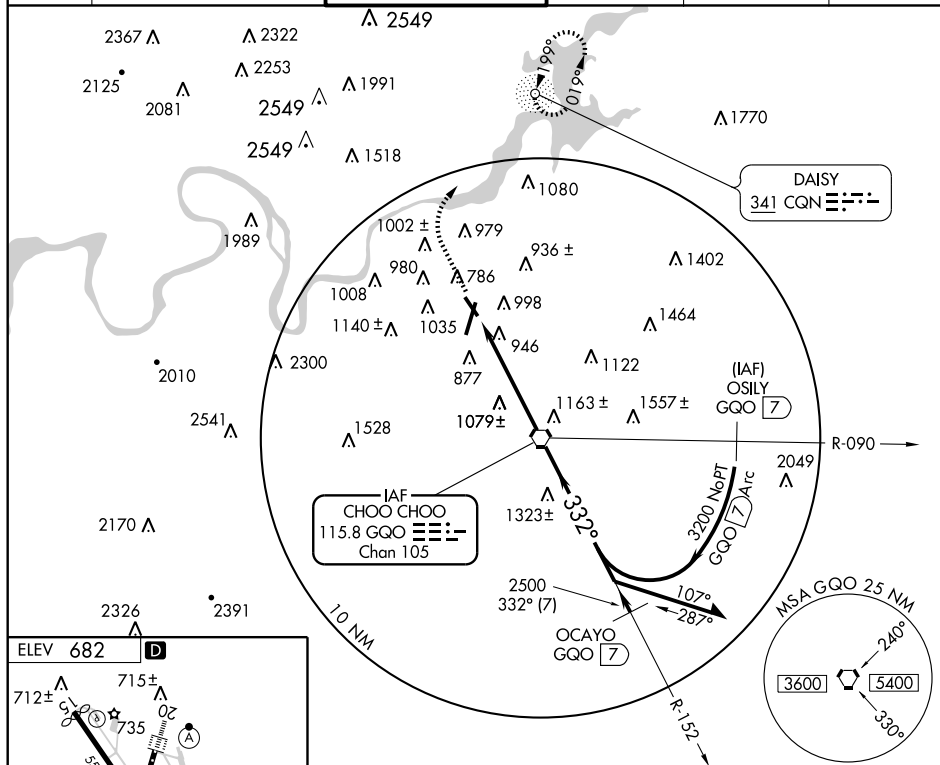
ATIS  
119.85

CHATTANOOGA APP CON ★  
125.1 379.1

CHATTANOOGA TOWER ★  
118.3 (CTAF) 257.8

GND CON  
121.7 348.6

CLNC DEL  
**120.95 348.6**

UNICOM  
122.95

CATEGORY	A	B	C	D
S-33	1340-1 669 (700-1)		1340-1 <sup>3</sup> / <sub>4</sub> 669 (700-1 <sup>3</sup> / <sub>4</sub> )	1340-2 669 (700-2)
CIRCLING	1340-1 658 (700-1)		1340-1 <sup>3</sup> / <sub>4</sub> 658 (700-1 <sup>3</sup> / <sub>4</sub> )	1460-2 <sup>1</sup> / <sub>2</sub> 778 (800-2 <sup>1</sup> / <sub>2</sub> )

CHATTANOOGA, TENNESSEE  
Amdt 17A 23SEP10

CHATTANOOGA/LOVELL FIELD (CHA)

VOR RWY 33

35°02'N-85°12'W

SE-1. 21 OCT 2010 to 18 NOV 2010



**CHILHOWEE GLIDERPORT** (See BENTON)**CHOO CHOO** N34°57.68' W85°09.20' NOTAM FILE CHA.

ATLANTA

(H) VORTAC 115.8 GQO Chan 105 330° 5.1 NM to Lovell Fld. 1030/01E. VORTAC unusable  
byd 10 NM blo 5000'. HIWAS.

H-9A, 12G, L-25A

RCO 122.1R 115.8T (MACON RADIO)

**CLARKSVILLE** N36°37.32' W87°24.76' NOTAM FILE CKV.

ST LOUIS

(T) VOR/DME 110.6 CKV Chan 43 at Outlaw Fld. 540/01W.

L-16I

VOR portion unusable 090°-110° byd 20 NM.

RCO 122.1R 110.6T (JACKSON RADIO)

**CLARKSVILLE****OUTLAW FLD** (CKV) 6 NW UTC-6(-5DT) N36°37.31' W87°24.90'

ST LOUIS

550 B S4 FUEL 100LL, JET A+ TPA-1500 (950) NOTAM FILE CKV

H-6K, 9A, L-16I

RWY 17-35: H6000X100 (ASPH) S-60, D-90, 2S-114 MRL

IAP

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 35: MALS. PAPI(P2L). TCH 50'. Trees. Rgt tfc.

RWY 05-23: H4004X100 (ASPH) S-40, D-60

RWY 05: Thld dspcd 402'. Tree. Rgt tfc.

RWY 23: Thld dspcd 503'. Tree.

**AIRPORT REMARKS:** Attended Oct-Apr 1400-0000Z†, May-Sep 1400-0200Z†. Arpt unattended Christmas. For svc after hrs call 931-320-7753. Parachute Jumping. Extensive military and civil flight training within arpt area. Deer on and invof arpt. ACTIVATE REIL Rwy 17 and MALS Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 134.575 (931) 431-3045.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CLARKSVILLE RCO 122.1R 110.6T (JACKSON RADIO)

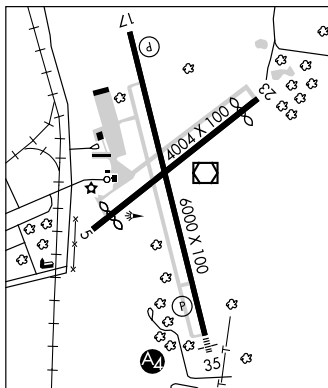
Ⓡ CAMPBELL APP/DEP CON 134.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' at fld. 540/01W.

SNUFF NDB (LOM) 335 CK N36°31.62' W87°23.19' 345°  
5.9 NM to fld. NDB unusable byd 10 NM.

ILS 111.7 I-CKV Rwy 35. LOM SNUFF NDB. LOC only.

**CLEVELAND****HARDWICK FLD** (HDI) 4 NE UTC-5(-4DT) N35°13.20' W84°49.95'

ATLANTA

874 B FUEL 100LL NOTAM FILE BNA

L-25A

RWY 03-21: H3300X75 (ASPH) S-17, D-23 LIRL 1.4% up NE

IAP

RWY 03: REIL. SAVASI(S2L). Trees.

RWY 21: REIL. SAVASI(S2L). Trees.

**AIRPORT REMARKS:** Attended 1300-2000Z†. Arpt unattended Christmas and New Years day. Deer on and invof arpt. Recommended high performance acft land Rwy 03, tkr Rwy 21 when wind condition not a factor due to rwy gradient and apch obstructions.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 132.05 (0450-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 044° 22.1 NM to fld. 1030/01E. HIWAS.

NDB (MHW) 369 HDI N35°09.22' W84°54.35' 043° 5.4 NM  
to fld. NOTAM FILE BNA.



LOC I-CKV	APP CRS	Rwy Idg	<b>6000</b>
<b><u>111.7</u></b>	<b>347°</b>	TDZE	<b>550</b>
		Apt Elev	<b>550</b>

LOC RWY 35  
CLARKSVILLE/OUTLAW FIELD (CKV)

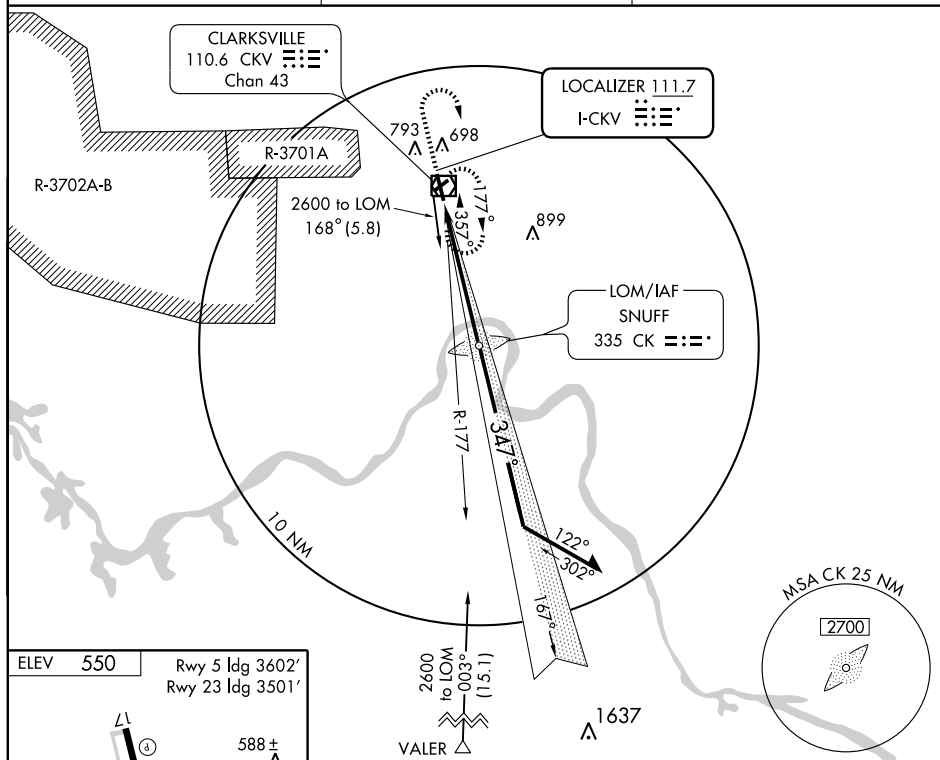
**T** Inoperative table does not apply.  
Circling not authorized west of Rwy 17-35.  
ADF REQUIRED

MALS

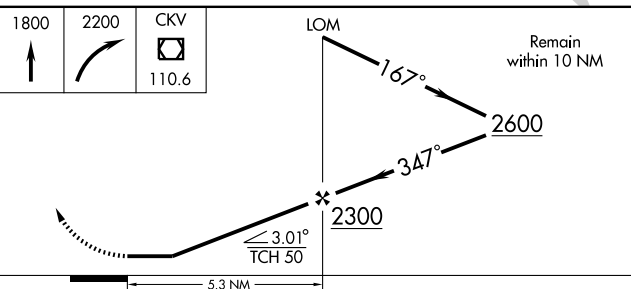
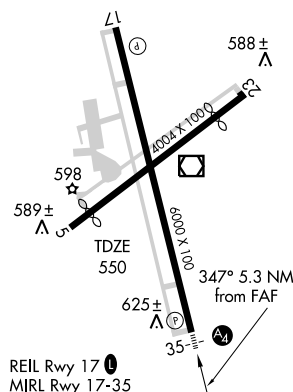
**MISSED APPROACH:** Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS  
134.575

CAMPBELL APP CON  
134.35 307.025

UNICOM  
122.8 (CTAF) **L**

ELEV	550	Rwy 5 ldg 3602'
		Rwy 23 ldg 3501'



CATEGORY	A	B	C	D
S-35	1000-1	450 (500-1)	1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

CLARKSVILLE, TENNESSEE  
Amdt 5E 07298

CLARKSVILLE/OUTLAW FIELD (CKV)  
LOC RWY 35

36°37'N - 87°25'W

SE-1. 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS  
**167°**

Rwy Idg **6000**  
TDZE **541**  
Apt Elev **550**

# RNAV (GPS) RWY 17

CLARKSVILLE/OUTLAW FIELD (CKV)

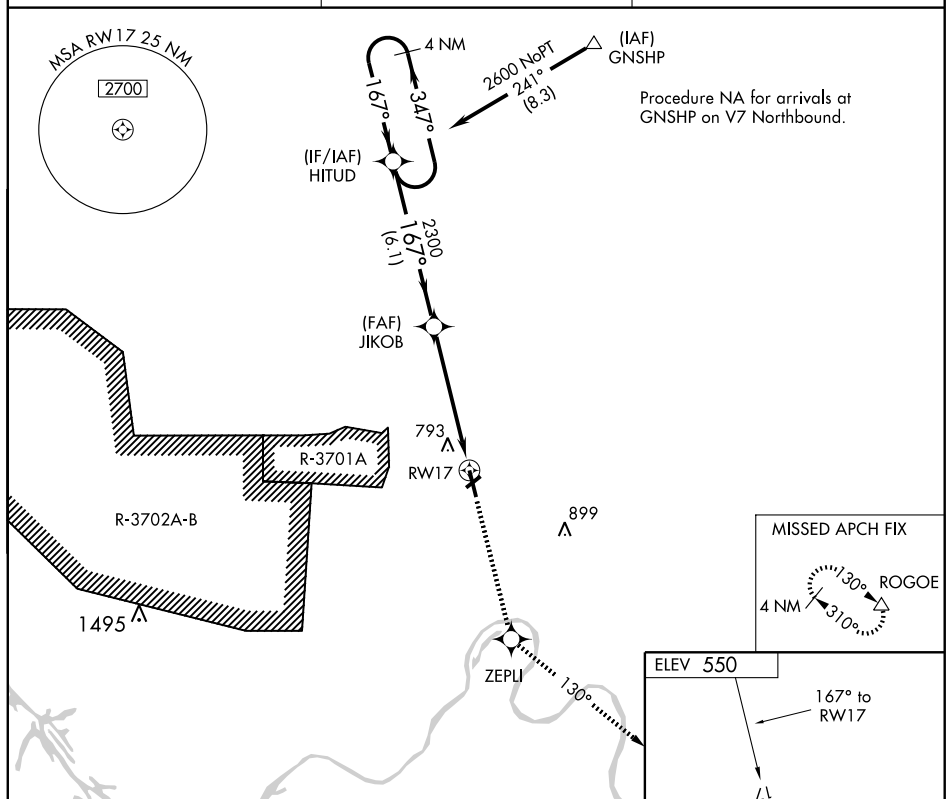
**⚠** Circling NA West of Rwy 17-35. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hopkinsville altimeter setting and increase all MDA 40 feet. VDP NA with Hopkinsville altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct ZEPLI and on track 130° to ROGOE and hold.

ASOS  
**134.575**

CAMPBELL APP CON  
**134.35 307.025**

UNICOM  
**122.8 (CTAF) ①**



MISSED APCH FIX



4 NM  
Holding Pattern

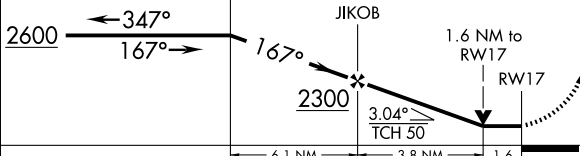
HITUD

4000

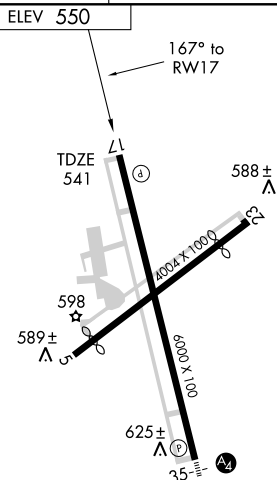
ZEPLI

tr

ROGOE



CATEGORY	A	B	C	D
RNAV MDA	1080-1	539 (600-1)	1080-1½ 539 (600-1½)	1080-1¾ 539 (600-1¾)
CIRCLING	1080-1	530 (600-1)	1080-1½ 530 (600-1½)	1100-2 550 (600-2)



REIL Rwy 17 ①  
MRL Rwy 17-35

WAAS CH <b>58300</b> <b>W35A</b>	APP CRS <b>347°</b>	Rwy Idg <b>6000</b> TDZE <b>550</b> Apt Elev <b>550</b>
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## RNAV (GPS) RWY 35

CLARKSVILLE/OUTLAW FIELD (CKV)

**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hopkinsville altimeter setting and increase LPV DA to 872, LNAV/VNAV DA to 914, and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Baro-VNAV NA when using Hopkinsville altimeter setting.

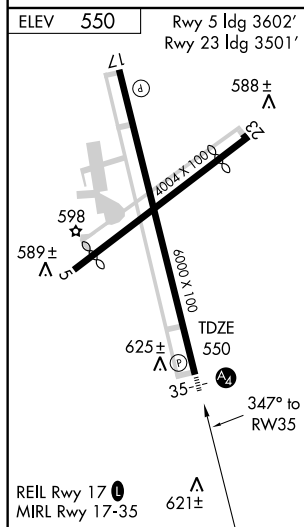
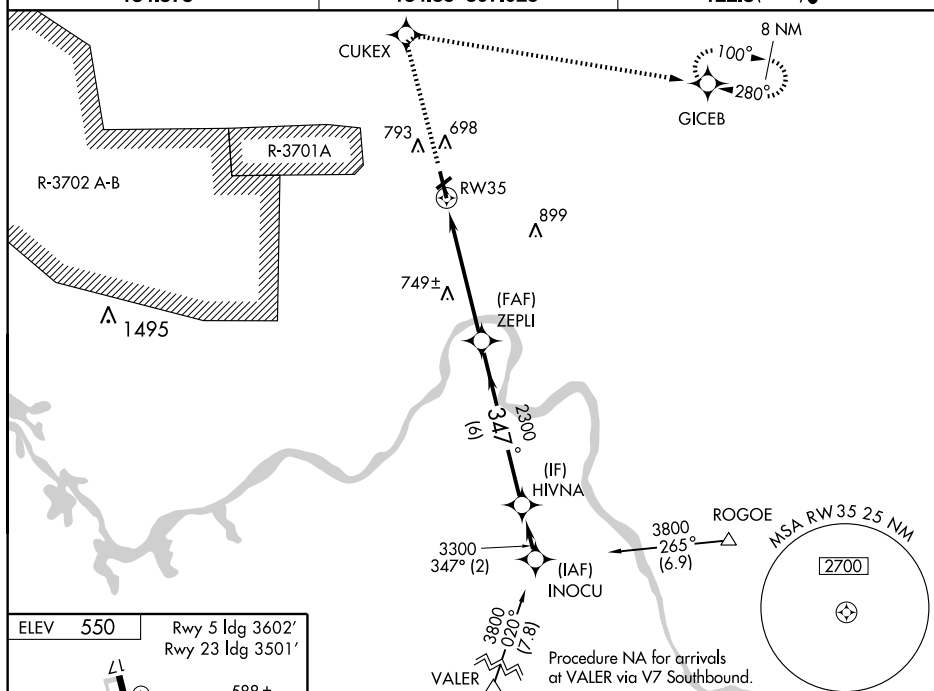
MALS




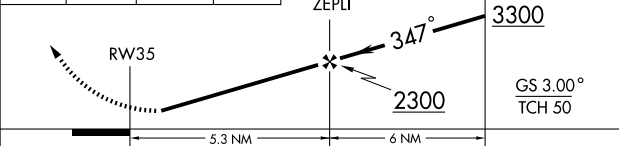


**MISSED APPROACH:** Climb to 3000 direct CUKEX and right turn via 100° track to GICEB and hold.

ASOS  
134.575

CAMPBELL APP CON  
134.35 307.025

UNICOM  
122.8 (CTAF) **L**

3000 ↑	CUKEX 	TRK 100° 	GICEB 	Procedure Turn NA	
					
CATEGORY	A	B	C	D	
LPV DA	837-1		287 (300-1)		
LNNAV/ VNAV DA	879-1¼		329 (400-1¼)		
LNNAV MDA	1000-1	450 (500-1)	1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)	
CIRCLING	1000-1¼ 450 (500-1¼)	1020-1¼ 470 (500-1¼)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)	

CLARKSVILLE, TENNESSEE  
Orig 07298

36°37'N - 87°25'W

CLARKSVILLE/ OUTLAW FIELD (CKV)

RNAV (GPS) RWY 35

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

VOR/DME CKV <b>110.6</b> Chan <b>43</b>	APP CRS <b>357°</b>	Rwy Idg TDZE <b>550</b> Apt Elev <b>550</b>	<b>6000</b>
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**VOR RWY 35**

CLARKSVILLE/OUTLAW FIELD (CKV)



Inoperative table does not apply.  
Circling not authorized west of Rwy 17-35.

MALS

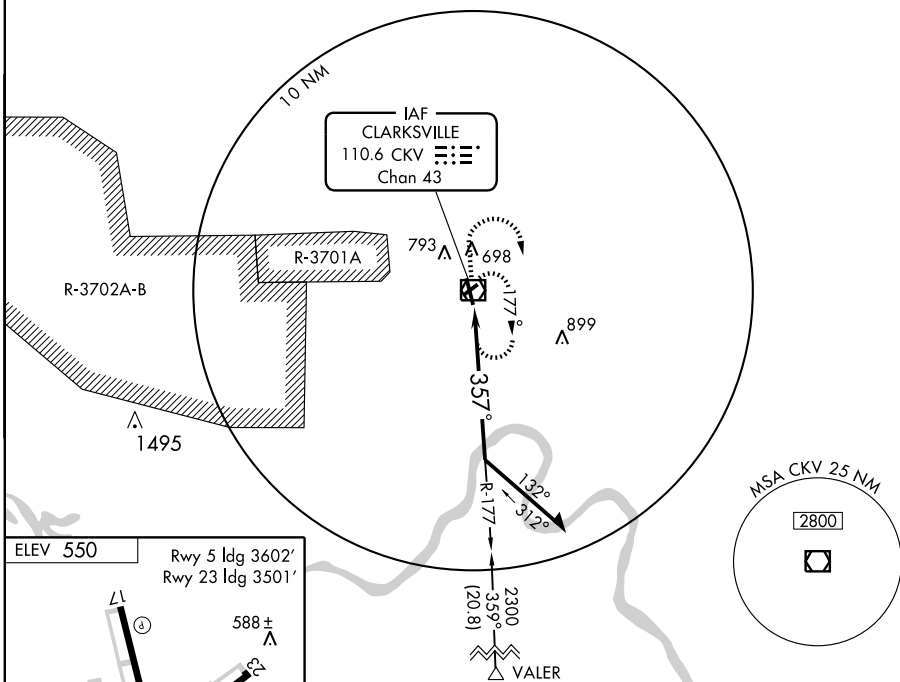


MISSED APPROACH: Climb to 1500 then climbing  
right turn to 2200 direct CKV VOR/DME and hold.

ASOS  
**134.575**

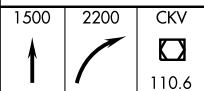
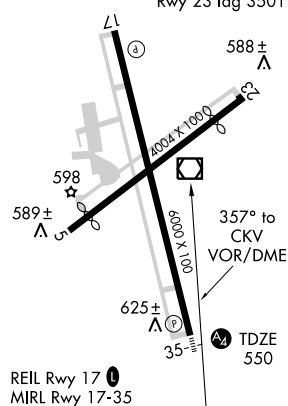
CAMPBELL APP CON  
**134.35 307.025**

UNICOM  
**122.8 (CTAF)**



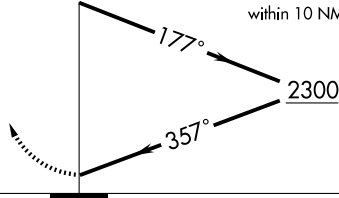
ELEV 550

Rwy 5 Idg 3602'  
Rwy 23 Idg 3501'



VOR/DME

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-35	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
CIRCLING	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-2 570 (600-2)

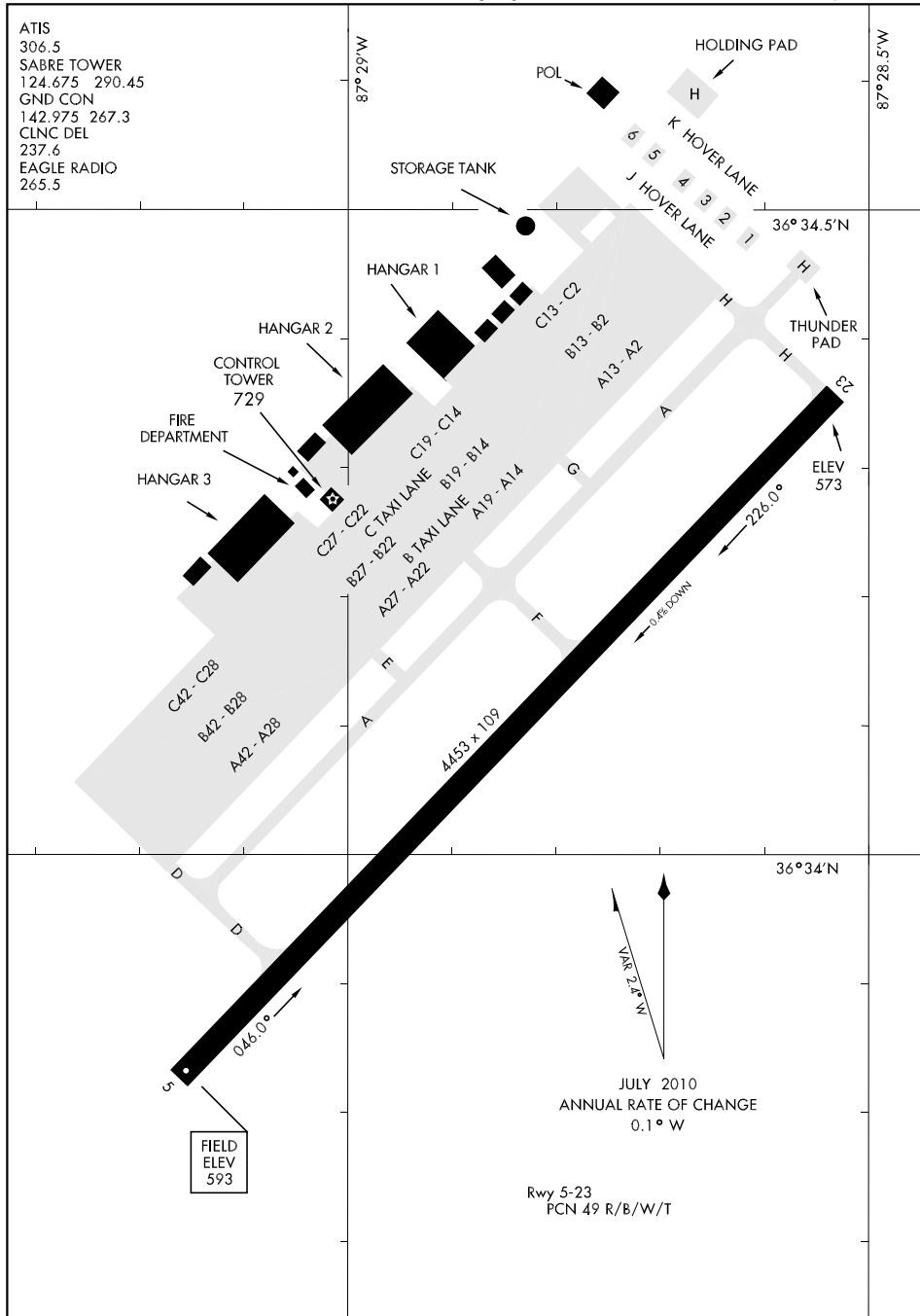
CLARKSVILLE, TENNESSEE

Amdt 15E 07298

CLARKSVILLE/ OUTLAW FIELD (CKV)

36°37'N - 87°25'W

**VOR RWY 35**



SE-1. 21 OCT 2010 to 18 NOV 2010

**SABRE AHP** (FORT CAMPBELL) (EOD) A 7 NW UTC-6(-5DT) N36°34.09' W87°28.85'

ST LOUIS

593 B TPA—See Remarks NOTAM FILE MKL Not insp.

L-161

RWY 05-23: H4453X109 (CONC) PCN 49 R/B/W/T HIRL 0.4% up NE

DIAP, AD

MILITARY SERVICE: LGT HIRL Pilot Controlled. FUEL J8 TRAN ALERT No tran maintenance.

MILITARY REMARKS: Attended Mon-Thu 1400-0600Z, Fri 1400-2200Z clsd holidays. RSTD PPR for fixed wing and civilian acft. Ctc base ops C270-798-6122 DSN 635-6122 for PPR. Emergency proficiency training and hot refuel not authorized when airfield rescue and fire fighting not on site. Mandatory brief rqr for tran crew prior use of R3701 or R3702. Ctc Eagle Advisory for briefing C270-798-2967. TFC PAT TPA-900(307) within 1 NM. Left ttc Rwy 23, fixed/wing 1700(1107). MISC Lgtd tran parking. Lgtd helipad NE Twy A. 24 hour PPR.

WEATHER DATA SOURCES: AWOS-3 259.425 (270) 956-3100

COMMUNICATIONS: CTAF 124.675 ATIS 306.5 PTD 138.7

Ⓡ CAMPBELL APP/DEP CON 134.35 307.025

TOWER 124.675 290.45 (Opr station having no specific working hours) GND CON 142.975 267.3

EAGLE RDO 265.5

EAGLE CON 128.75 (Opr 24 hrs ctc prior entry R3701, R3702, 128.75 285.625. When Sabre Twr-Flt Dispatch clsd, open-close flt plan with Campbell AAF Flt Dispatch 122.95 142.9 372.2)

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKESVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' 227° 4.6 NM to fld. 540/01W.

SNUFF NDB (LOM) 335 CK N36°31.62' W87°23.19' 297° 5.2 NM to fld. NOTAM FILE MKL.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

**SAVANNAH-HARDIN CO** (SNH) 3 SE UTC-6(-5DT) N35°10.22' W88°13.00'

MEMPHIS

473 B FUEL 100LL, JET A NOTAM FILE MKL

H-6J, L-161

RWY 01-19: H5000X100 (CONC) S-45, D-60 MIRL 0.4% up S

IAP

RWY 01: VASI(V2L). Tree. RWY 19: VASI(V2L). Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z, Sun 1600-0000Z. Arpt unattended Christmas. For svc after hrs call 731-925-8670 or 731-632-9959.

WEATHER DATA SOURCES: AWOS-3 133.925 (731) 925-6080.

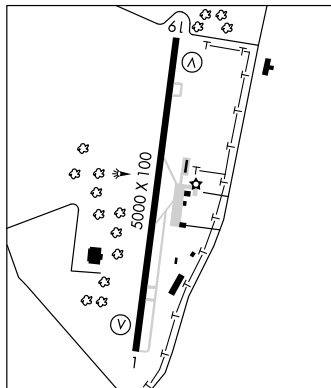
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 163° 26.6 NM to fld. 630/02E.

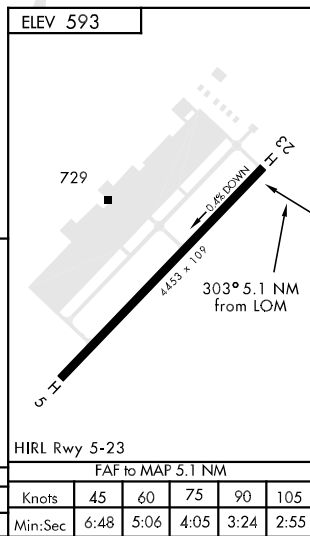
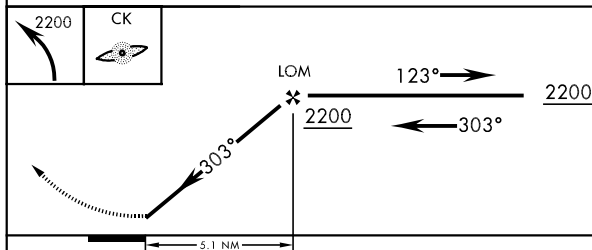
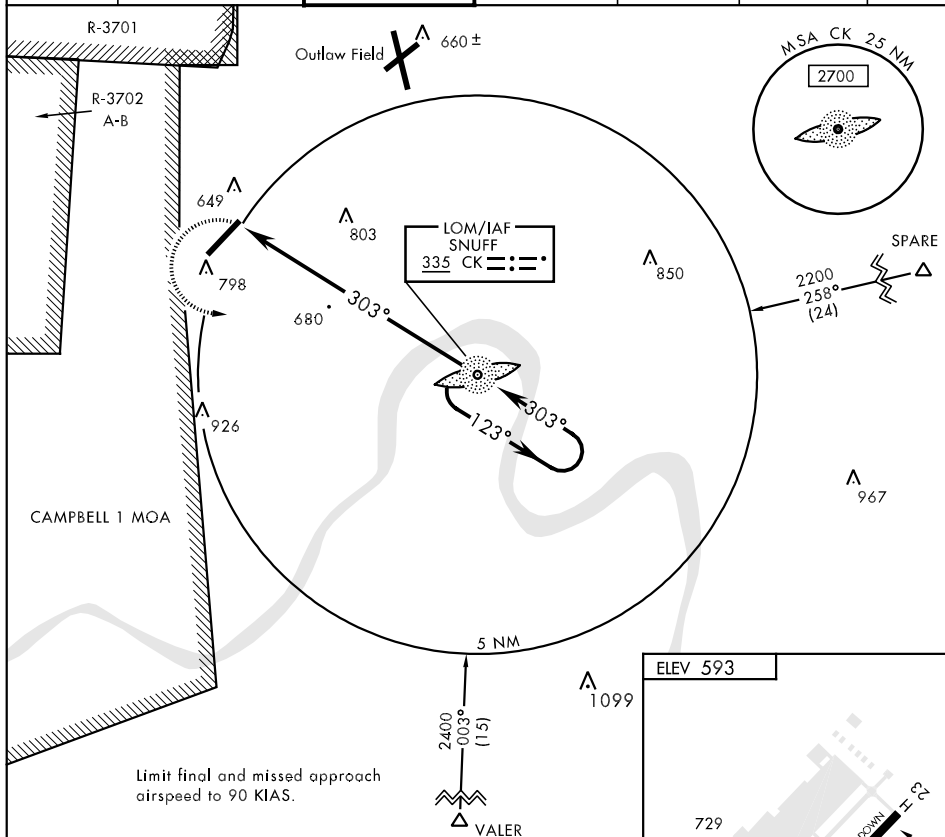


LOM CK <b>335</b>	APCH CRS <b>303°</b>	Rwy Idg TDZE Arpt Elev	N/A N/A <b>593</b>
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AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Fort Campbell, KY altimeter setting.			MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.			
ATIS <b>306.5</b>	CAMPBELL APP CON <b>134.35 307.025</b>	SABRE TOWER ★ <b>124.675 290.45</b>	GND CON <b>142.975 267.3</b>	CLNC DEL <b>237.6</b>	EAGLE RADIO <b>265.5</b>	ASR



CATEGORY	COPTER			FAF to MAP 5.1 NM				
H-303°	1080 - ½	487	(500-½)	Knots	45	60	75	90
				Min:Sec	6:48	5:06	4:05	3:24
					2:55			

CLARKSVILLE, TENNESSEE

36° 34'N-87° 29'W

SABRE AHP (FORT CAMPBELL) (KEOD)

Amdt 6A 10210

COPTER NDB 303°

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



APCH CRS <b>044°</b>	Rwy Idg TDZE Arpt Elev	<b>4453</b> <b>593</b> <b>593</b>
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AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Campbell  
AAF (Fort Campbell), KY altimeter setting.  
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right  
turn to 2500 direct LETNE and hold.

ATIS

306.5

CAMPBELL APP CON

134.35 307.025

SABRE TOWER ★

124.675 290.45

GND CON

142.975 267.3

CLNC DEL

237.6

EAGLE RADIO

265.5

ASR

RADAR REQUIRED

R3702A, B

R3701

CAMPBELL 1 MOA

Limit final and missed approach  
maximum airspeed to 90 KIAS.

RW05

798

• 680

Λ 801

926

ILOYA

2500

044°

(3.0)

(IF/IAF)

FEKIB

NoPT

2500

089°

(3.0)

(IAF)

GASGE

NoPT

2500

359°

(3.0)

(IAF)

LETNE

179°

359°

MSA RW05 2.5 NM

2700

ELEV 593

729

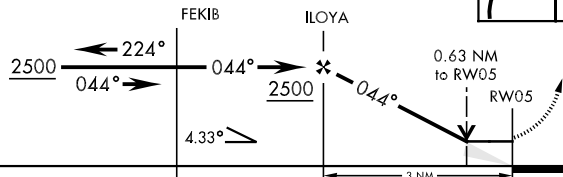
TDZE

593

044° to

RW05

HIRL Rwy 5-23



CATEGORY

LNAV MDA

COPTER

1120-½ 527 (600-½)

APCH CRS <b>224°</b>	Rwy Idg TDZE Arpt Elev	<b>4453</b> <b>587</b> <b>593</b>
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AL-6373 [USA]

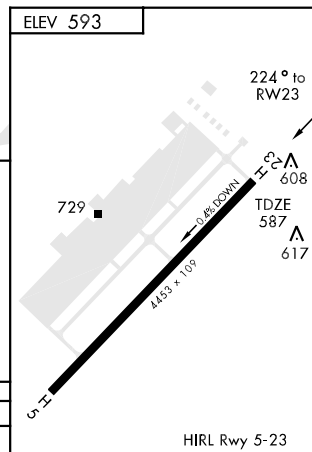
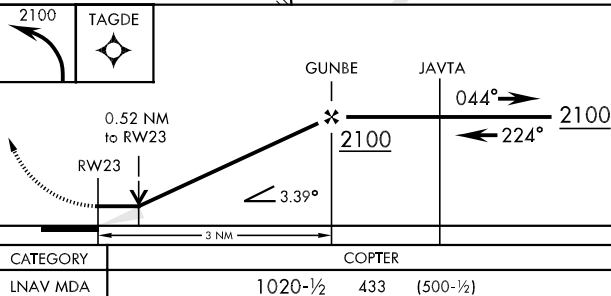
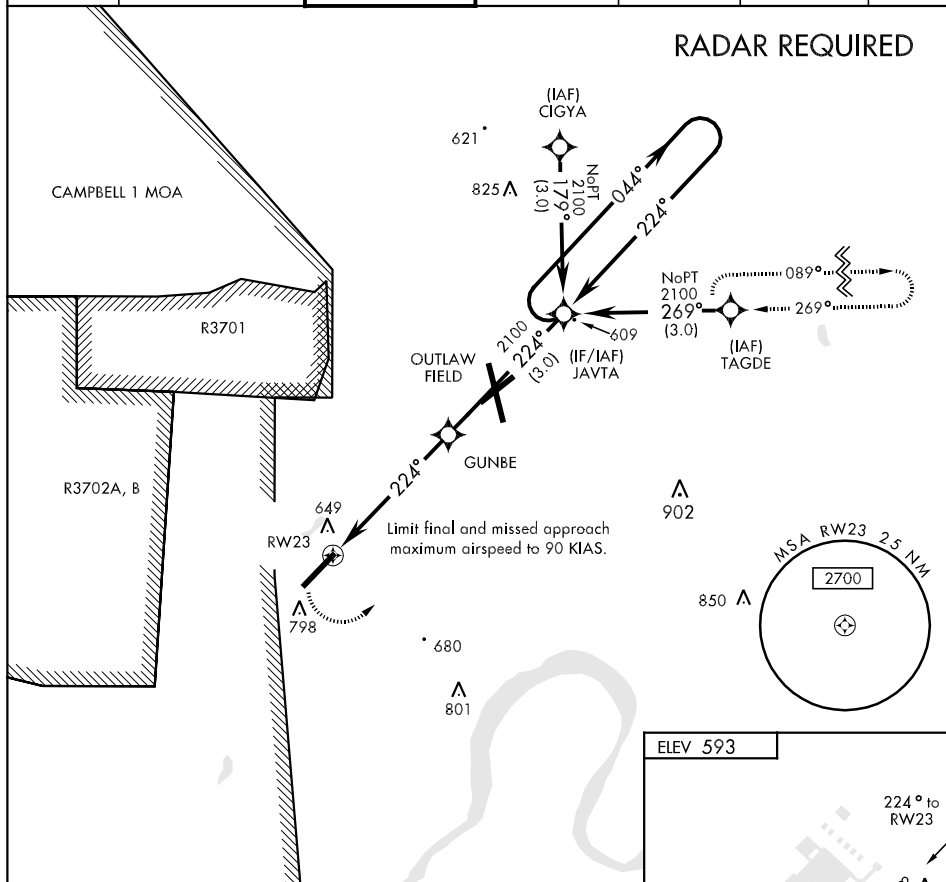
SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local alimeter setting not received, use Campbell AAF (Fort Campbell), KY alimeter setting.  
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2100 direct TAGDE and hold.

ATIS <b>306.5</b>	CAMPBELL APP CON <b>134.35 307.025</b>	SABRE TOWER ★ <b>124.675 290.45</b>	GND CON <b>142.975 267.3</b>	CLNC DEL <b>237.6</b>	EAGLE RADIO <b>265.5</b>	ASR
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RADAR REQUIRED



VOR/DME CKV <b>110.6</b> Chan <b>43</b>	APCH CRS <b>227°</b>	Rwy ldg TDZE Arpt Elev <b>4453</b> <b>587</b> <b>593</b>
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AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

ATIS  
**306.5**

CAMPBELL APP CON  
**134.35 307.025**

SABRE TOWER ★  
**124.675 290.45**

GND CON  
**142.975 267.3**

CLNC DEL  
**237.6**

EAGLE RADIO  
**265.5**

ASR

Limit final and missed approach  
airspeed to 90 KIAS.

608'

624'

CAMPBELL 1 MOA

R-3701

R-3702  
A-B

IAF  
CLARKSVILLE  
110.6 CKV  
Chan 43

OUTLAW  
FIELD

695

800

709

798

680

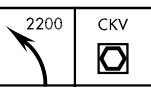
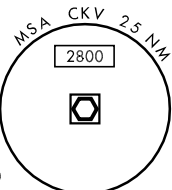
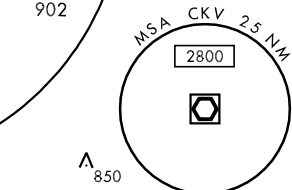
801

2400

355

(20.8)

VALER



VOR/DME

Remain  
within 5 NM

047°

3.1

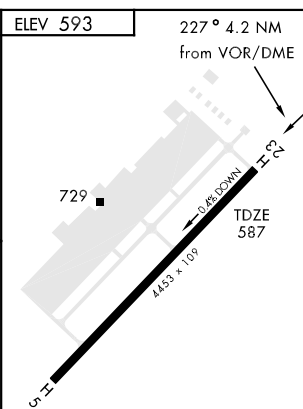
2100

2100

1.1 NM ← 3.1 NM →

CATEGORY COPTER

H-23 1000-½ 413 (500-½)



HIRL Rwy 5-23

FAF to MAP 4.2 NM

Knots	45	60	75	90	105
Min:Sec	5:36	4:12	3:22	2:48	2:24

**CHILHOWEE GLIDERPORT** (See BENTON)**CHOO CHOO** N34°57.68' W85°09.20' NOTAM FILE CHA.

ATLANTA

(H) VORTAC 115.8 GQO Chan 105 330° 5.1 NM to Lovell Fld. 1030/01E. VORTAC unusable  
byd 10 NM blo 5000'. HIWAS.

H-9A, 12G, L-25A

RCO 122.1R 115.8T (MACON RADIO)

**CLARKSVILLE** N36°37.32' W87°24.76' NOTAM FILE CKV.

ST LOUIS

(T) VOR/DME 110.6 CKV Chan 43 at Outlaw Fld. 540/01W.

L-16I

VOR portion unusable 090°-110° byd 20 NM.

RCO 122.1R 110.6T (JACKSON RADIO)

**CLARKSVILLE****OUTLAW FLD** (CKV) 6 NW UTC-6(-5DT) N36°37.31' W87°24.90'

ST LOUIS

550 B S4 FUEL 100LL, JET A+ TPA-1500 (950) NOTAM FILE CKV

H-6K, 9A, L-16I

RWY 17-35: H6000X100 (ASPH) S-60, D-90, 2S-114 MRL

IAP

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 35: MALS. PAPI(P2L). TCH 50'. Trees. Rgt tfc.

RWY 05-23: H4004X100 (ASPH) S-40, D-60

RWY 05: Thld dspcd 402'. Tree. Rgt tfc.

RWY 23: Thld dspcd 503'. Tree.

**AIRPORT REMARKS:** Attended Oct-Apr 1400-0000Z†, May-Sep 1400-0200Z†. Arpt unattended Christmas. For svc after hrs call 931-320-7753. Parachute Jumping. Extensive military and civil flight training within arpt area. Deer on and invof arpt. ACTIVATE REIL Rwy 17 and MALS Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 134.575 (931) 431-3045.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CLARKSVILLE RCO 122.1R 110.6T (JACKSON RADIO)

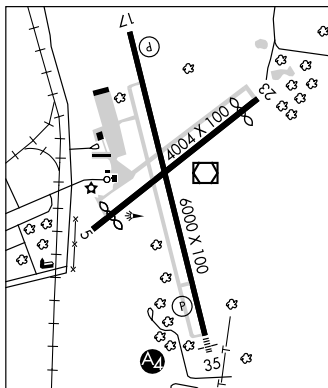
Ⓡ CAMPBELL APP/DEP CON 134.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' at fld. 540/01W.

SNUFF NDB (LOM) 335 CK N36°31.62' W87°23.19' 345°  
5.9 NM to fld. NDB unusable byd 10 NM.

ILS 111.7 I-CKV Rwy 35. LOM SNUFF NDB. LOC only.

**CLEVELAND****HARDWICK FLD** (HDI) 4 NE UTC-5(-4DT) N35°13.20' W84°49.95'

ATLANTA

874 B FUEL 100LL NOTAM FILE BNA

L-25A

RWY 03-21: H3300X75 (ASPH) S-17, D-23 LIRL 1.4% up NE

IAP

RWY 03: REIL. SAVASI(S2L). Trees.

RWY 21: REIL. SAVASI(S2L). Trees.

**AIRPORT REMARKS:** Attended 1300-2000Z†. Arpt unattended Christmas and New Years day. Deer on and invof arpt. Recommended high performance acft land Rwy 03, tkr Rwy 21 when wind condition not a factor due to rwy gradient and apch obstructions.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 132.05 (0450-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 044° 22.1 NM to fld. 1030/01E. HIWAS.

NDB (MHW) 369 HDI N35°09.22' W84°54.35' 043° 5.4 NM  
to fld. NOTAM FILE BNA.



NDB HDI <b>369</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>874</b> <b>874</b>
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## NDB RWY 3

CLEVELAND/ HARDWICK FIELD (HDI)

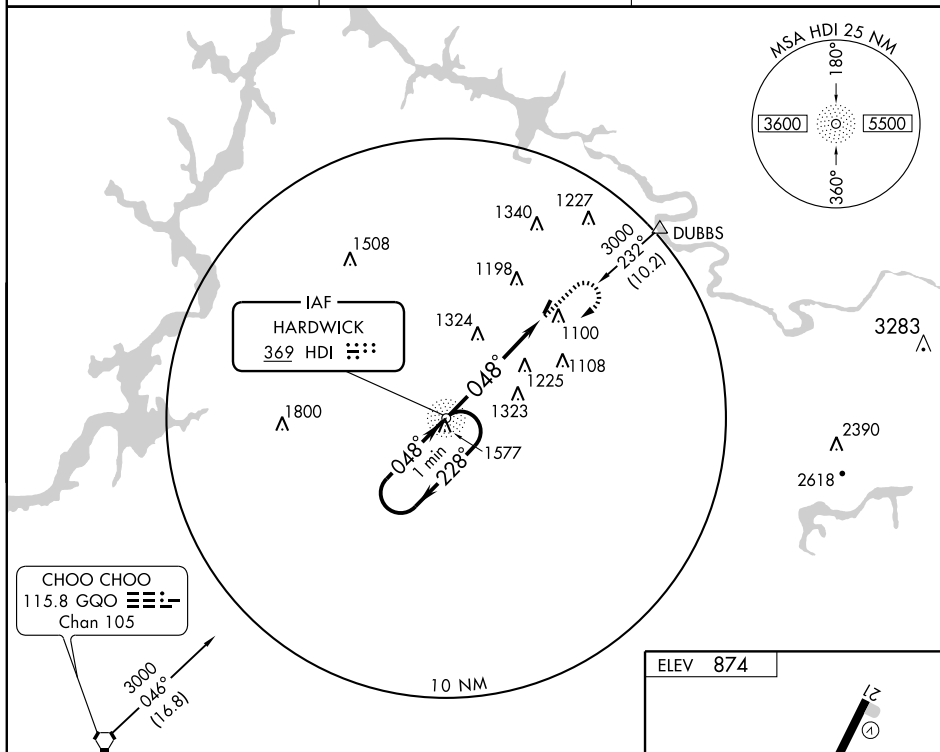
▼ Use Athens altimeter setting; if not received, use  
▲ NA Chattanooga altimeter setting and increase all  
MDAs 40 feet.

MISSED APPROACH: Climb to 2100 then climbing  
right turn to 3000 direct HDI NDB and hold.

MCMINN COUNTY AWOS-3  
**125.425**

CHATTANOOGA APP CON ★  
**125.1 379.1**

UNICOM  
**122.8** (CTAF)



One Minute  
Holding Pattern

NDB

2100

3000

HDI

369

3000

228°

048°

2700

3.38°

TCH 40

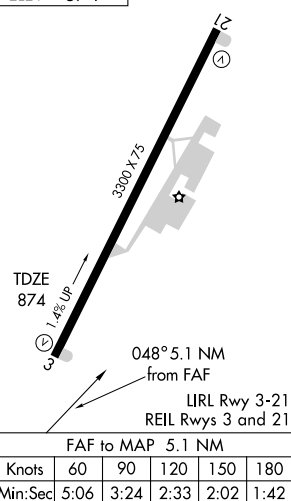
048°

5.1 NM

VGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D
S-3	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA
CIRCLING	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA

ELEV 874



Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS **030°**  
 Rwy Idg **3300**  
 TDZE **874**  
 Apt Elev **874**

# RNAV (GPS) RWY 3

CLEVELAND/ HARDWICK FIELD (HDI)

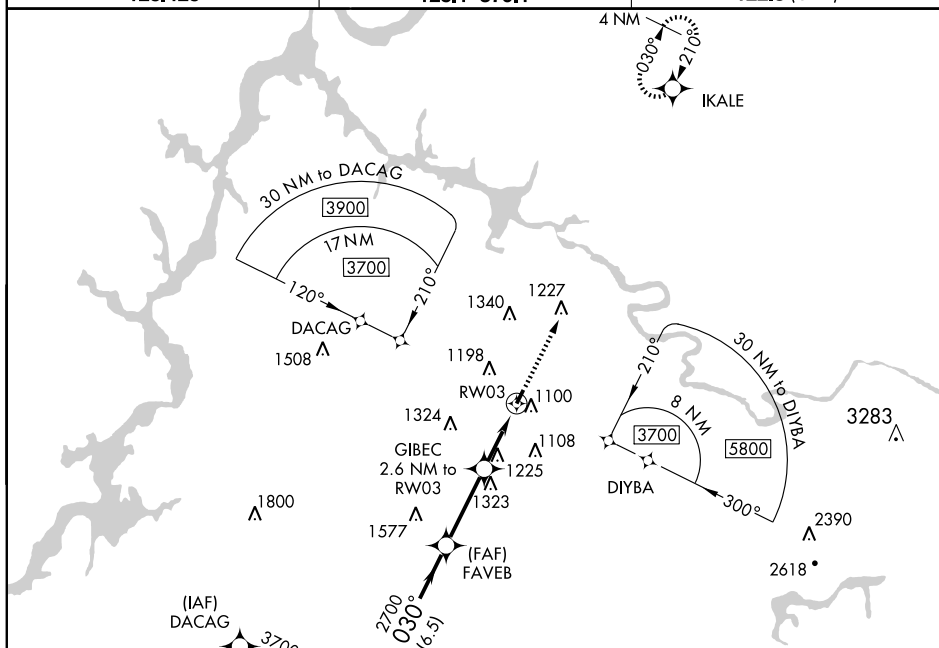
**Procedure NA at night.**  
**DME/DME RNP-0.3 NA.**  
**Use Athens altimeter setting; if not received, use Chattanooga**  
**altimeter setting and increase all MDAs 40 feet.**

**MISSED APPROACH:** Climb to 3700 direct IKALE and hold.

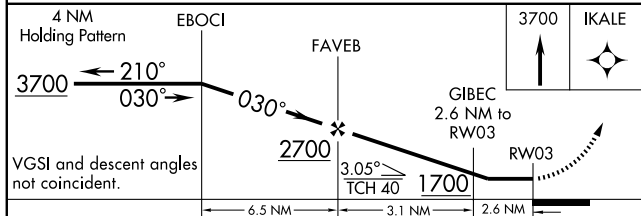
MCMINN COUNTY AWOS-3  
**125.425**

CHATTANOOGA APP CON ★  
**125.1 379.1**

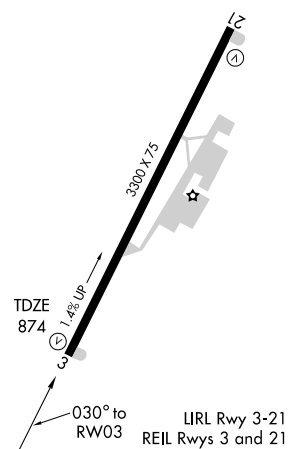
UNICOM  
**122.8 (CTAF)**



ELEV **874**



CATEGORY	A	B	C	D
LNNAV MDA	1580-1 706 (800-1)	1580-2 706 (800-2)	1580-2 706 (800-2)	NA
CIRCLING	1580-1 706 (800-1)	1580-2 706 (800-2)	1580-2 706 (800-2)	NA



APP CRS **210°**  
 Rwy Idg **3300**  
 TDZE **874**  
 Apt Elev **874**

# RNAV (GPS) RWY 21

CLEVELAND/ HARDWICK FIELD (HDI)

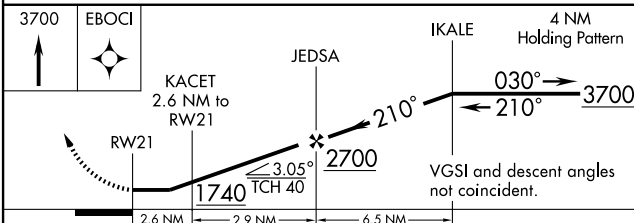
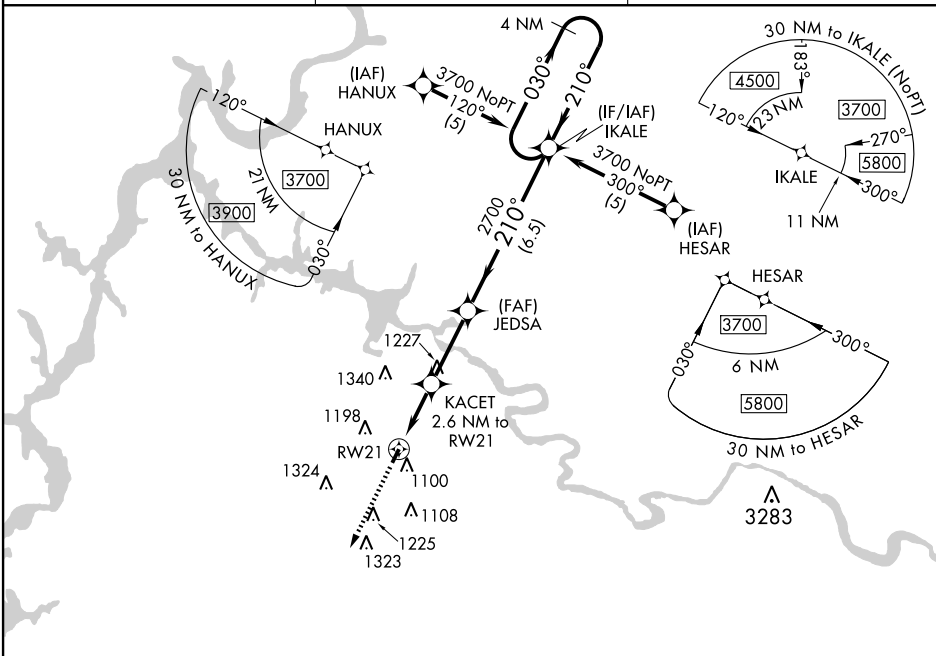
▼ Procedure NA at night. DME/DME RNP-0.3 NA.  
 ▲ NA Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct EBOCI and hold.

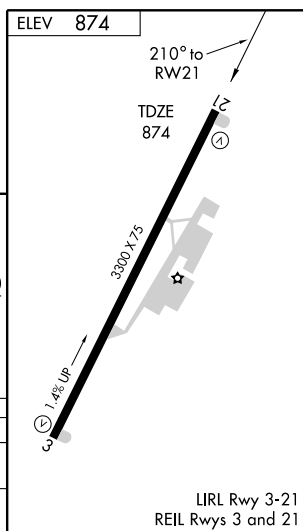
MCMINN COUNTY AWOS-3  
**125.425**

CHATTANOOGA APP CON ★  
**125.1 379.1**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LNVA MDA	1440-1 566 (600-1)	1440-1½ 566 (600-1½)	1440-1¾ 566 (700-1¾)	NA
CIRCLING	1520-1 646 (700-1)	1540-1 666 (700-1)	1540-1¾ 666 (700-1¾)	NA



LIRL Rwy 3-21  
 REIL Rwy 3 and 21

## COLUMBIA/MOUNT PLEASANT

MAURY CO (MRC) 2 NE UTC-6(-5DT) N35°33.26' W87°10.75'

681 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 06-24: H5999X100 (ASPH) S-28, D-43, 2D-70 MIRL 0.3% up NE

RWY 06: REIL. PAPI(P4R).

RWY 24: ODALS. REIL. PAPI(P4L). Trees.

RWY 17-35: 1811X150 (TURF)

RWY 35: Trees.

**AIRPORT REMARKS:** Attended continuously. CLOSED Christmas. PAEW  
 invof rws 1300-2300Z+. Rwy 17-35 surface is rough and  
 unmarked. ACTIVATE ODALS Rwy 24—CTAF. PAPI Rwy 06 and Rwy  
 24 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 128.625 (931) 379-0844.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

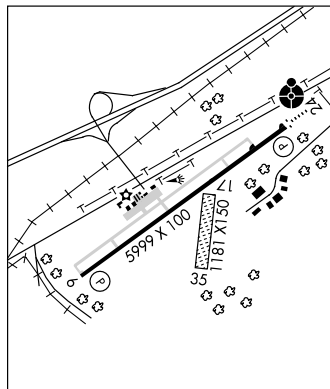
GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 138° 21.4 NM to fld. 770/03E.

NDB (MHW) 365 PBC N35°36.49' W87°05.48' 234° 5.4

NM to fld. Unmonitored.

SDF 108.7 MRC Rwy 24.



## COPPERHILL

MARTIN CAMPBELL FLD (1A3) 3 NE UTC-5(-4DT) N35°00.95' W84°20.81'

1790 B NOTAM FILE BNA

RWY 02-20: H3500X75 (ASPH) S-30, D-45 LIRL

RWY 02: REIL. SAVASI(S2L)—GA 3.0°TCH 24'. Trees.

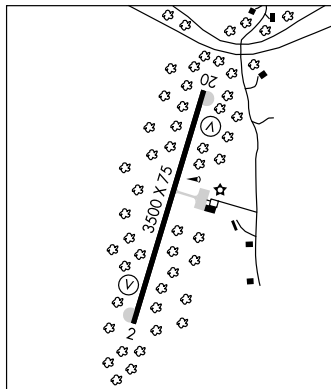
RWY 20: REIL. SAVASI(S2L)—GA 3.5°TCH 28'.

**AIRPORT REMARKS:** Unattended. Birds on and invof arpt. Mountain ridge  
 running parallel to rwy 5000' E. Rwy 02 and 20 REIL OTS indef.  
 Rwy 02 VASI OTS indef. Rwy 20 VASI OTS indef. Rwy 02-20 LIRL  
 OTS indef.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58'

W83°54.94' 282° 21.7 NM to fld. 3660/00E. HIWAS.



CORNELIA FORT AIRPARK (See NASHVILLE)

ATLANTA

L-25B



APP CRS	Rwy Idg	5999
055°	TDZE	670
	Apt Elev	681

# RNAV (GPS) RWY 6

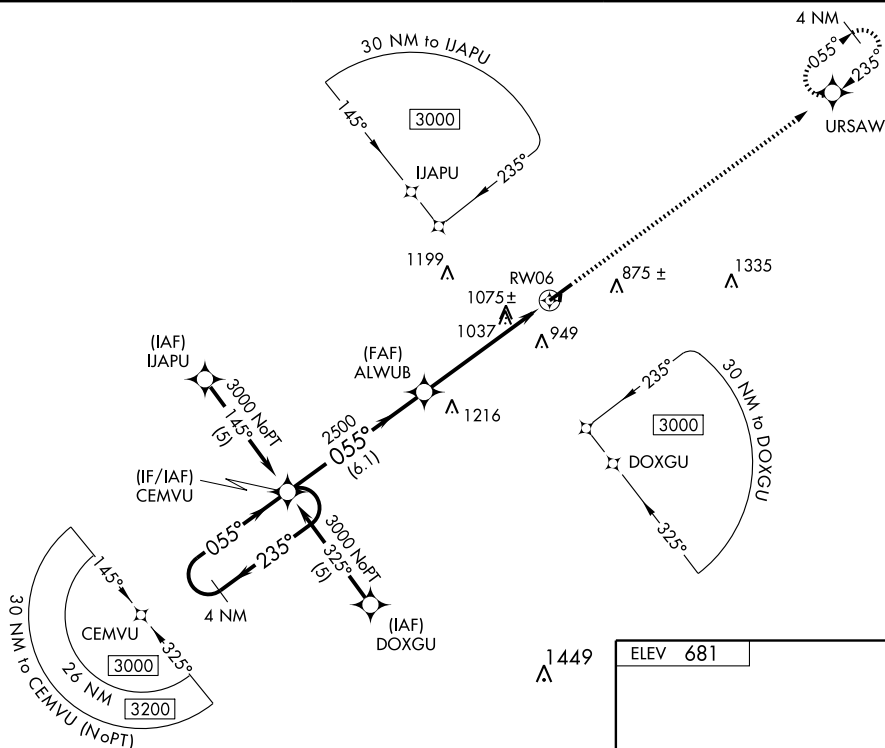
## COLUMBIA/ MAURY COUNTY (MRC)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all MDA 120 feet and increase  
**A** LNAV Cat B visibility  $\frac{1}{4}$  mile, Cats C and D visibility  $\frac{1}{2}$  mile, increase Circling Cat B visibility  $\frac{1}{4}$  mile, Cats C and D visibility  $\frac{1}{2}$  mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
URSAW and hold.

AWOS-3  
128,625

MEMPHIS CENTER  
125.85 379.25

UNICOM  
122.8 (CTAF) **L**

4 NM  
Holding Pattern

CEMVU

$$\frac{3000}{0.55} \leftarrow 233^\circ$$

VGSI and descent  
angles not coincident.

ALWUB

2500

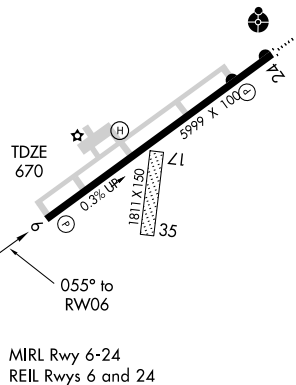
06

- 4 - NIAA

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CATEGORY	A	B	C	D
LNAV MDA	1340-1	670 (700-1)	1340-1 $\frac{3}{4}$ 670 (700-1 $\frac{3}{4}$ )	1340-2 670 (700-2)
CIRCLING	1340-1	659 (700-1)	1380-2 699 (700-2)	1380-2 $\frac{1}{4}$ 699 (700-2 $\frac{1}{4}$ )

ELEV 681



COLUMBIA/MT.PLEASANT, TENNESSEE

Orig 17DEC09

COLUMBIA/ MAURY COUNTY (MRC)

RNAV (GPS) RWY 6

35°33'N-87°11'W

SE-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>69515</b> <b>W24A</b>	APP CRS <b>235°</b>	Rwy Idg <b>5999</b> TDZE <b>681</b> Apt Elev <b>681</b>
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# RNAV (GPS) RWY 24

COLUMBIA/ MAURY COUNTY (MRC)

**▼** Inoperative table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

ODALS

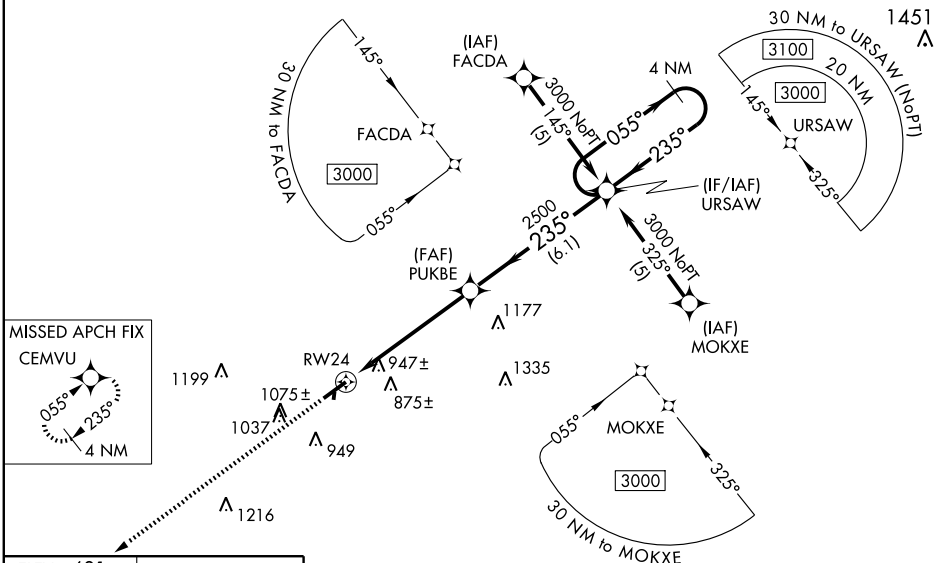


**MISSED APPROACH:**  
Climb to 3000 direct CEMVU and hold.

AWOS-3  
**128.625**

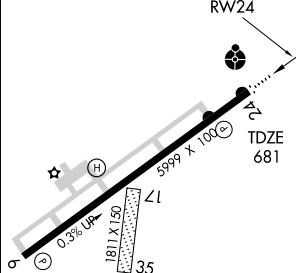
MEMPHIS CENTER  
**125.85 379.25**

UNICOM  
**122.8 (CTAF) 0**



ELEV 681

235° to RW24



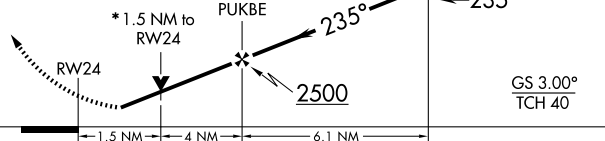
MIRL Rwy 6-24  
REIL Rwy 6 and 24

3000 CEMVU

VGSI and RNAV  
glidepath not coincident.

4 NM  
Holding Pattern

\* LNAV Only.



CATEGORY	A	B	C	D
LPV DA	981-1 300 (300-1)			
LNAV/VNAV DA	1329-2¼ 648 (700-2¼)			
LNAV MDA	1200-¾ 519 (600-¾)	1200-1½ 519 (600-1½)	1200-1¾ 519 (600-1¾)	1200-1¾ 519 (600-1¾)
CIRCLING	1260-1 579 (600-1)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)	1380-2¼ 699 (700-2¼)

VORTAC GHM <b>111.6</b> Chan <b>53</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>681</b>
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**VOR/DME-A**

COLUMBIA/ MAURY COUNTY (MRC)

**⚠** When local altimeter setting not received, use Nashville Inrl altimeter setting and increase all MDAs 120 feet, and increase Cats C and D visibility ½ mile.

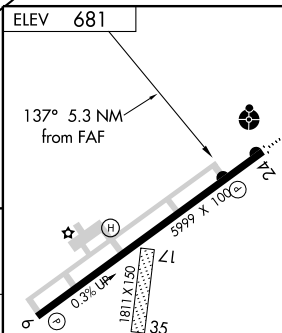
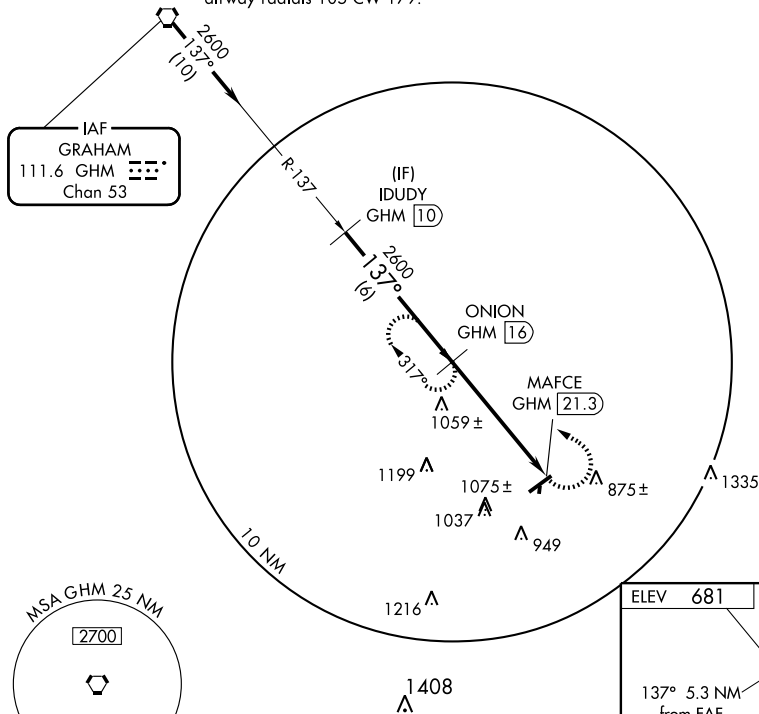
**MISSED APPROACH:** Climbing left turn to 2600 via GHM VORTAC R-137 to ONION/GHM 16 DME and hold.

AWOS-3  
**128.625**

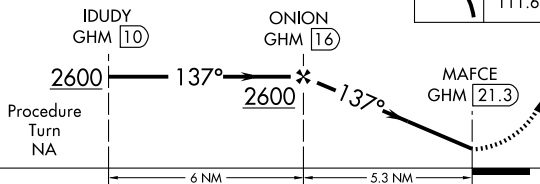
MEMPHIS CENTER  
**125.85 379.25**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals on GHM VORTAC  
airway radials 105 CW 179.



2600	GHM R-137 111.6	ONION GHM 16
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CATEGORY	A	B	C	D
CIRCLING	1320-1 639 (700-1)	1320-1¼ 639 (700-1¼)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24  
REIL Rws 6 and 24

**COVINGTON MUNI** (MØ4) 3 NE UTC-6(-5DT) N35°35.00' W89°35.23'

280 B FUEL 100LL, JET A+ NOTAM FILE MKL

RWY 01-19: H5004X100 (ASPH) S-15 MIRL

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z±, Sat-Sun 1400-2300Z±. Arpt unattended Christmas and New Year's Day. Numerous agricultural acft ops conducted on and in/ov arpt May 1-Oct 31. Rwy 19 PAPI OTS indef. MIRL Rwy 01-19 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.575 (901)476-1705.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS APP CON 125.8 120.07

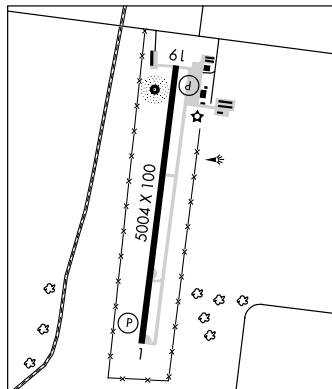
Ⓡ MEMPHIS DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

**DYERSBURG (L) VORTACW** 116.8 DYR Chan 115 N36°01.11' W89°19.06' 204° 29.2 NM to fld. 380/03E. **HIWAS.**

**NDB (MHW)** 326 COO N35°35.38' W89°35.24' at fld.

NOTAM FILE MKL. (Unmonitored).

**MEMPHIS****H-6J, L-16H****IAP****CROSSVILLE MEMORIAL-WHITSON FLD** (CSV) 3 W UTC-6(-5DT) N35°57.08' W85°05.10'

1881 B S4 FUEL 100LL, JET A+ NOTAM FILE CSV

RWY 08-26: H5418X100 (ASPH) S-33, D-62 HIRL 0.3% up W

RWY 08: VASI(V4R)—GA 3.0° TCH 50'. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Trees.

**AIRPORT REMARKS:** Attended 1400Z±-dark. CLOSED Thanksgiving and Christmas day. Parachute Jumping. ACTIVATE HIRL Rwy 08-26—preset low ints; to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.625 (931) 456-4406.**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.5 122.2 (NASHVILLE RADIO)

Ⓡ ATLANTA CENTER APP/DEP CON 133.6

**AIRSPACE:** CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

**HINCH MOUNTAIN (L) VORTAC** 117.6 HCH Chan 123 N35°46.86' W84°58.71' 335° 11.5 NM to fld. 3040/02W. **HIWAS.**

**ILS** 109.1 I-CVS Rwy 26. Class IA. BC unusable. LOC unusable inside .5 NM. LOC unusable by 15° left of final.

**ATLANTA****H-9A, L-25A****IAP****DAISY** N35°09.99' W85°09.44' NOTAM FILE CHA.

**NDB (HW)** 341 CQN 198° 8.2 NM to Lovell Fld. (Unmonitored when twr clsd).

**ATLANTA****L-25A****DALLAS BAY SKY PARK** (See CHATTANOOGA)

APP CRS **007°**  
Rwy Idg **5004**  
TDZE **280**  
Apt Elev **280**

# RNAV (GPS) RWY 1

COVINGTON MUNI (M04)

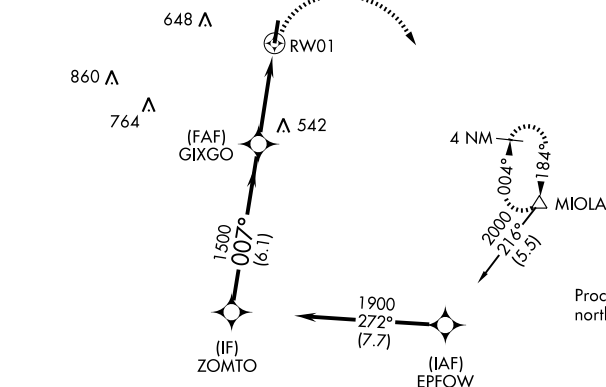
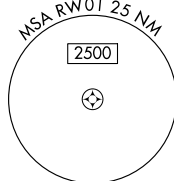
**▼** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Memphis altimeter setting and increase all MDA 100 feet and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

AWOS-3  
**118.575**

MEMPHIS APP CON  
**125.8 338.3**

UNICOM  
**123.0 (CTAF) 0**



▲ 1449

ELEV 280

MIRL Rwy 1-19  
REIL Rlys 1 and 19

Procedure  
Turn  
NA

ZOMTO

VGSI and descent  
angles not coincident.

3000

MIOLA

1900

007°

GIXGO

1500

3.03°

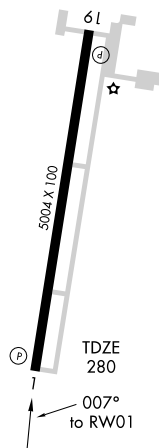
TCH 40

RW01

6.1 NM

3.7 NM

CATEGORY	A	B	C	D
LNAV MDA	800-1	520 (600-1)	800-1½ 520 (600-1½)	800-1¾ 520 (600-1¾)
CIRCLING	800-1	520 (600-1)	800-1½ 520 (600-1½)	840-2 560 (600-2)



**COVINGTON MUNI** (M04) 3 NE UTC-6(-5DT) N35°35.00' W89°35.23'

280 B FUEL 100LL, JET A+ NOTAM FILE MKL

RWY 01-19: H5004X100 (ASPH) S-15 MIRL

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z±, Sat-Sun 1400-2300Z±. Arpt unattended Christmas and New Year's Day. Numerous agricultural acft ops conducted on and invof arpt May 1-Oct 31. Rwy 19 PAPI OTS indef. MIRL Rwy 01-19 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.575 (901)476-1705.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS APP CON 125.8 120.07

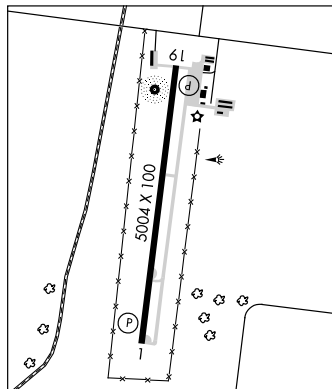
Ⓡ MEMPHIS DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

**DYERSBURG (L) VORTACW** 116.8 DYR Chan 115 N36°01.11' W89°19.06' 204° 29.2 NM to fld. 380/03E. **HIWAS.**

**NDB (MHW)** 326 COO N35°35.38' W89°35.24' at fld.

NOTAM FILE MKL. (Unmonitored).

**MEMPHIS****H-6J, L-16H****IAP****CROSSVILLE MEMORIAL-WHITSON FLD** (CSV) 3 W UTC-6(-5DT) N35°57.08' W85°05.10'

1881 B S4 FUEL 100LL, JET A+ NOTAM FILE CSV

RWY 08-26: H5418X100 (ASPH) S-33, D-62 HIRL 0.3% up W

RWY 08: VASI(V4R)—GA 3.0° TCH 50'. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Trees.

**AIRPORT REMARKS:** Attended 1400Z±-dark. CLOSED Thanksgiving and Christmas day. Parachute Jumping. ACTIVATE HIRL Rwy 08-26—preset low ints; to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.625 (931) 456-4406.**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.5 122.2 (NASHVILLE RADIO)

Ⓡ ATLANTA CENTER APP/DEP CON 133.6

**AIRSPACE:** CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

**HINCH MOUNTAIN (L) VORTAC** 117.6 HCH Chan 123 N35°46.86' W84°58.71' 335° 11.5 NM to fld. 3040/02W. **HIWAS.**

**ILS** 109.1 I-CVS Rwy 26. Class IA. BC unusable. LOC unusable inside .5 NM. LOC unusable by 15° left of final.

**ATLANTA****H-9A, L-25A****IAP****DAISY** N35°09.99' W85°09.44' NOTAM FILE CHA.

**NDB (HW)** 341 CQN 198° 8.2 NM to Lovell Fld. (Unmonitored when twr clsd).

**ATLANTA****L-25A****DALLAS BAY SKY PARK** (See CHATTANOOGA)

LOC I-CSV	APP CRS	Rwy Idg	<b>5418</b>
<b><u>109.1</u></b>	<b>255°</b>	TDZE	<b>1871</b>
		Apt Elev	<b>1881</b>

## ILS or LOC RWY 26

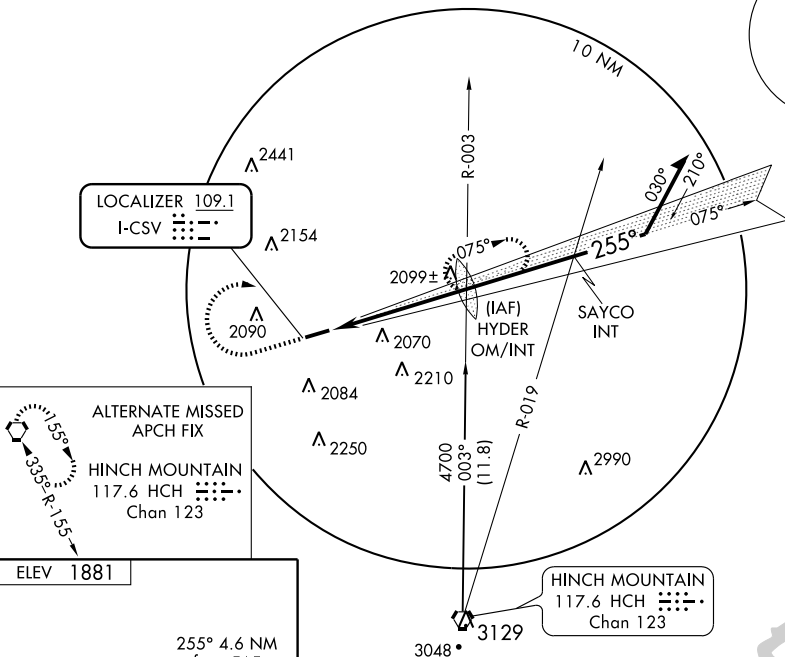
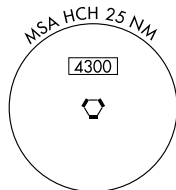
### CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)



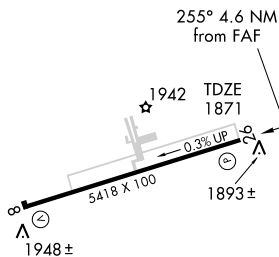
**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4600 via heading 110° and I-CSV East course to HYDER OM/INT and hold.

ASOS  
120,625

ATLANTA CENTER  
133.6 254.3

UNICOM  
122.7 (CTAF) **L**

ELEV 1881



REIL Rwy 26  
HIRL Rwy 8-26 **L**

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

3000 ↑	4600 ↘ HDG 110°	I-CSV EAST CRS	HYDER OM/INT	HYDER OM/INT	075° ↘ Remain within 10 NM
LOC unusable inside 0.5 NM.				3595	4300
				SAYCO INT	255° ↘
				4100	GS 3.00° TCH 60
				3600	VGSI and ILS Glideslope not coincident.
5.1 NM		4 NM			
CATEGORY	A	B	C	D	
S-ILS 26	2090- $\frac{3}{4}$ 219 (300- $\frac{3}{4}$ )				
S-LOC 26	2360-1	489 (500-1)	2360-1 $\frac{1}{4}$ 489 (500-1 $\frac{1}{4}$ )	2360-1 $\frac{1}{2}$ 489 (500-1 $\frac{1}{2}$ )	
CIRCLING	2360-1	479 (500-1)	2360-1 $\frac{1}{2}$ 479 (500-1 $\frac{1}{2}$ )	2440-2 559 (600-2)	

CROSSVILLE, TENNESSEE

Amdt 13A 09127

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

35°57'N - 85°05'W

ILS or LOC RWY 26

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>65911</b> <b>W26A</b>	APP CRS <b>256°</b>	Rwy Idg TDZE Apt Elev	<b>5418</b> <b>1871</b> <b>1881</b>
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## RNAV (GPS) RWY 26

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

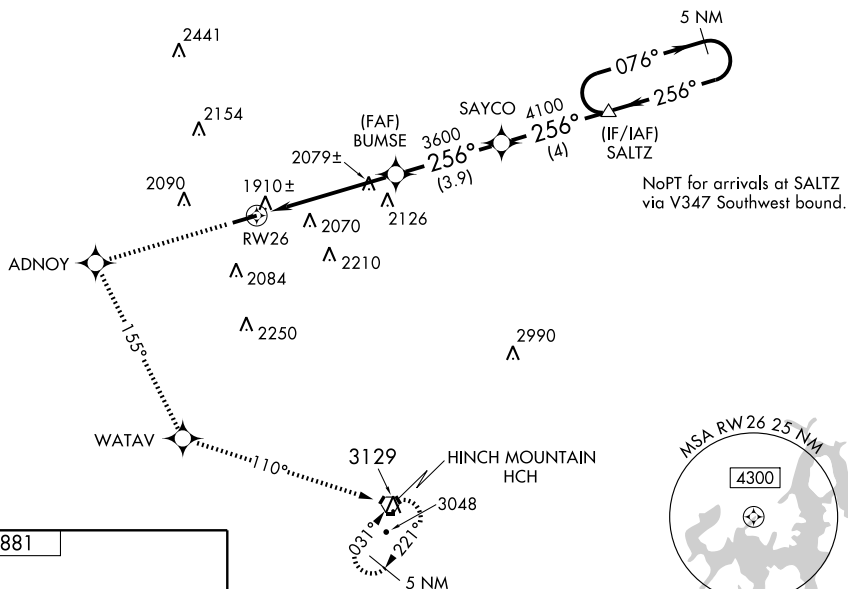
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn via 155° track to WATAV and via 110° track to HCH VORTAC and hold.

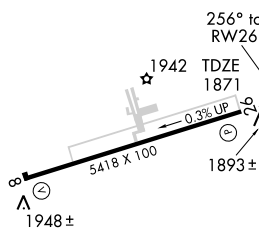
ASOS  
**120.625**

ATLANTA CENTER  
**133.6 254.3**

UNICOM  
**122.7 (CTAF) 0**



ELEV 1881



5000	ADNOY	WATAV	TRK 110°	HCH	5 NM Holding Pattern
*LNAV only.					
	RW26	BUMSE	SAYCO	SALTZ	4700
	1.3 NM	3.9 NM	3.9 NM	4 NM	4100
					3600
					256°
					076°
					256°
					GS 3.00°
					TCH 60
					VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D	
LPV DA	2071-3/4 200 (200-3/4)				
LNAV/VNAV DA	2170-1 299 (300-1)				
LNAV MDA	2340-1	469 (500-1)	2340-1 1/4 469 (500-1 1/4)	2340-1 1/2 469 (500-1 1/2)	
CIRCLING	2340-1	459 (500-1)	2340-1 1/2 459 (500-1 1/2)	2440-2 559 (600-2)	

REIL Rwy 26  
HIRL Rwy 8-26 0



VORTAC HCH <b>117.6</b> Chan <b>123</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1881</b>
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**VOR/DME-A**

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

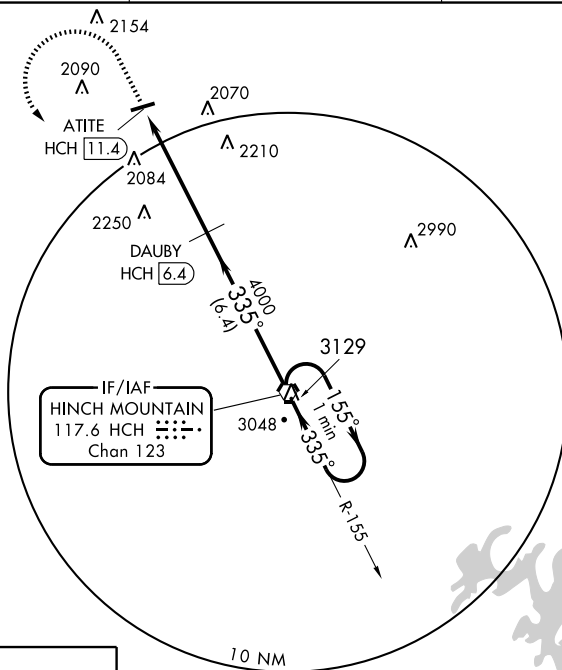


MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct HCH VORTAC and hold.

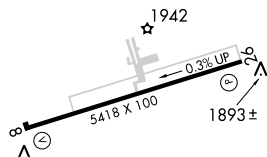
ASOS  
**120.625**

ATLANTA CENTER  
**133.6 254.3**

UNICOM  
**122.7 (CTAF) 0**

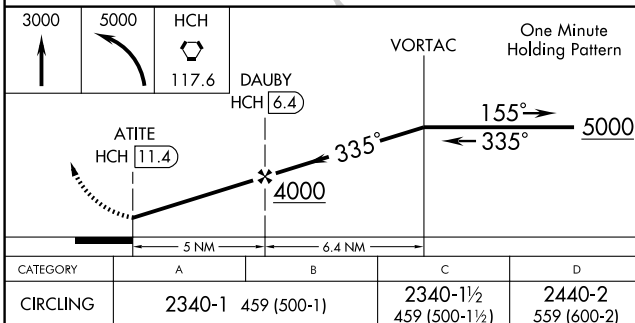


ELEV 1881



335° 5 NM  
from FAF

REIL Rwy 26  
HIRL Rwy 8-26 **0**



CROSSVILLE, TENNESSEE

Amdt 9 09071

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

35° 57'N-85° 05'W

**VOR/DME-A**

## DAYTON

**MARK ANTON** (2A0) 4 E UTC-5(-4DT) N35°29.18' W84°55.87'

719 B S2 FUEL 100LL, JET A NOTAM FILE BNA

RWY 03-21: H5000X75 (ASPH) S-28, D-37 MIRL

RWY 03: REIL. SAVASI(S2L)—GA 3.0°TCH 24'. Trees.

RWY 21: REIL. SAVASI(S2L)—GA 3.0°TCH 21'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1330-2230Z†, Sun 1730-2230Z†. CLOSED Thanksgiving and Christmas day. Deer on and in/ov arpt. SAVASI Rwy 03 OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (423) 775-4695.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 133.6 (0450-1100Z†)

GCO 121.725 (FLIGHT SERVICES)

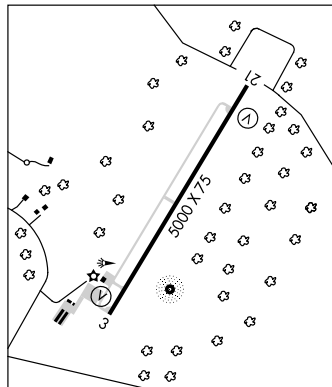
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 175° 17.8 NM to fld. 3040/02W. HIWAS.

NDB (MHW) 394 DTE N35°28.92' W84°55.86' at fld.

NOTAM FILE BNA.



**DICKSON MUNI** (M02) 3 N UTC-6(-5DT) N36°07.68' W87°25.79'

892 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MKL

RWY 17-35: H5001X75 (ASPH) S-16, D-26 MIRL 0.5% up N

RWY 17: REIL. PAPI (P2L). Trees.

RWY 35: REIL. PAPI (P2L). Trees.

**AIRPORT REMARKS:** Attended Oct-Mar 1400-0000Z†, Apr-Sep 1400-0100Z†.

**WEATHER DATA SOURCES:** AWOS-3 123.875 (615) 446-5481.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

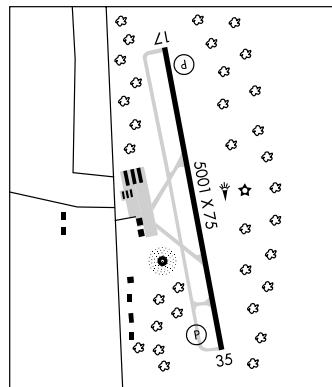
® MEMPHIS CENTER APP/DEP CON: 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 360° 17.6 NM to fld. 770/03E.

NDB (MHW) 203 DMZ N36°07.64' W87°25.94' at fld. NDB unmonitored 2130-1230Z†.



**DOBBS** N36°01.86' W86°43.31' NOTAM FILE BNA.

NDB (LOM) 304 BN 024° 6 NM to Nashville Intl.

**DULANEY** N36°08.15' W82°53.42' NOTAM FILE BNA.

NDB (MHW) 263° DYQ 050° 5 NM to Greeneville-Greene Co Muni. Unmonitored 2300-1300Z†.

ATLANTA

H-9A, 12G, L-25A

IAP

ST LOUIS

H-6K, 9A, L-161

IAP

ST LOUIS

L-16J

CINCINNATI

L-25C

NDB DTE <b>394</b>	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>715</b> <b>719</b>
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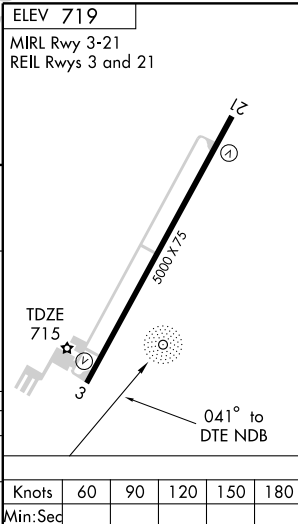
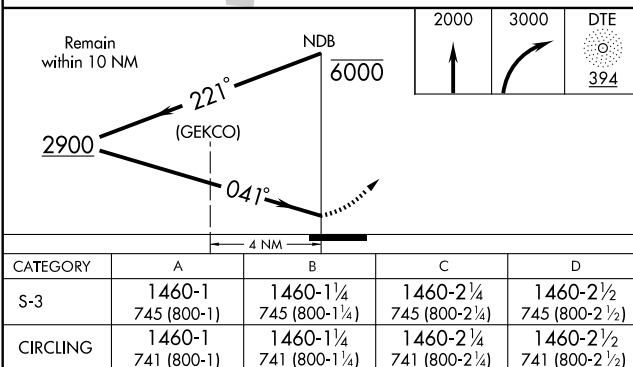
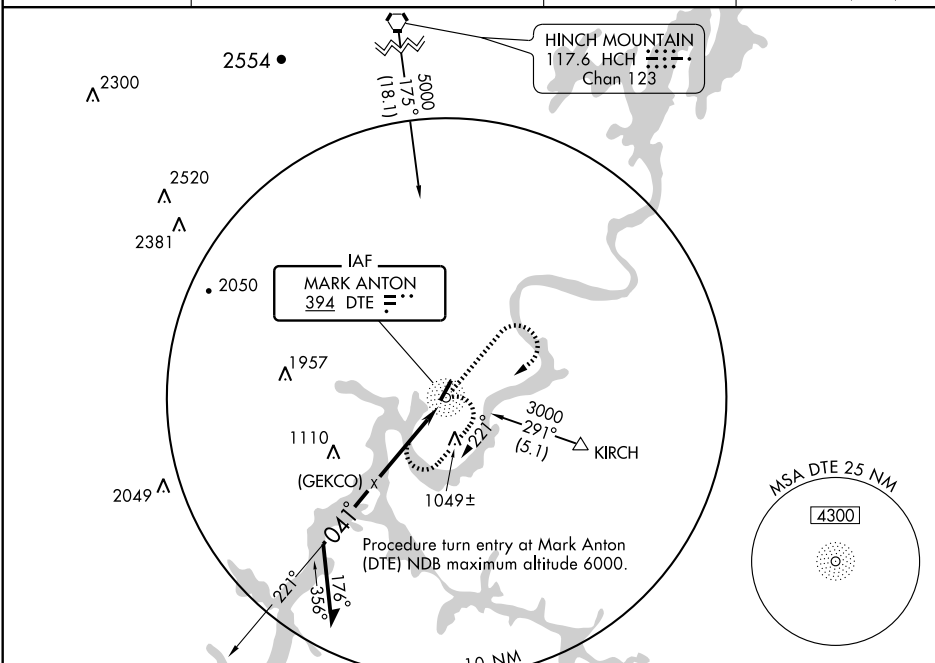
# NDB or GPS RWY 3

DAYTON/MARK ANTON (2A0)

**NA** If local altimeter setting is not received, use Crossville altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DTE NDB and hold.

AWOS-3 <b>135.075</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF)
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APP CRS  
211°

Rwy Idg	<b>5000</b>
TDZE	<b>719</b>
Apt Elev	<b>719</b>

# RNAV (GPS) RWY 21

DAYTON/MARK ANTON (2A0)



GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

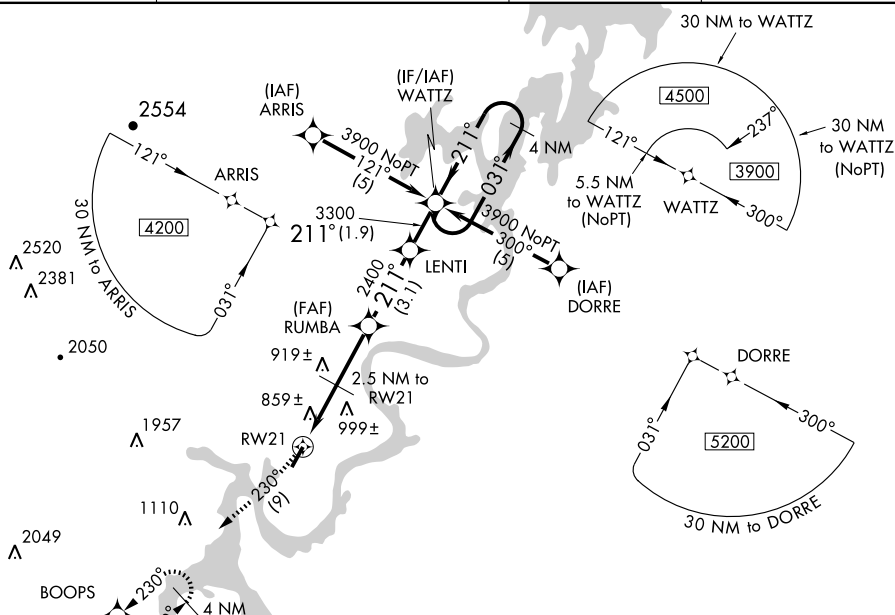
**MISSED APPROACH:** Climbing right turn to 3900 via 230° course to BOOPS WP and hold.

AWOS-3  
135.075

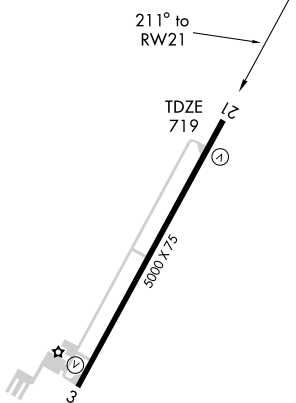
CHATTANOOGA APP CON ★  
125.1 379.1

GCO  
121.725

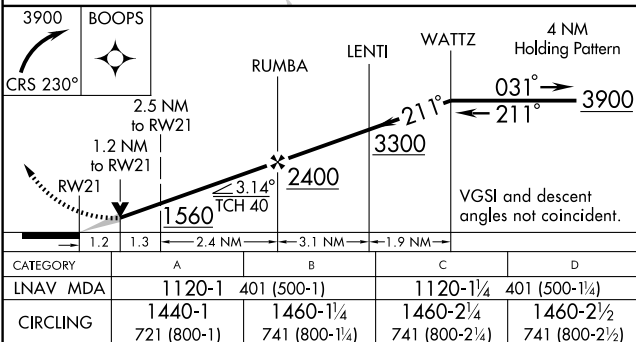
UNICOM  
123.0 (CTAF)



ELEV 719



MIRL Rwy 3-21  
REIL Rwy 3 and 21



DAYTON, TENNESSEE  
Orig 07298

35°29'N - 84°56'W

DAYTON/MARK ANTON (2A0)  
RNAV (GPS) RWY 21

SE-1. 21 OCT 2010 to 18 NOV 2010

## DAYTON

**MARK ANTON** (2A0) 4 E UTC-5(-4DT) N35°29.18' W84°55.87'

719 B S2 FUEL 100LL, JET A NOTAM FILE BNA

RWY 03-21: H5000X75 (ASPH) S-28, D-37 MIRL

RWY 03: REIL. SAVASI(S2L)—GA 3.0°TCH 24'. Trees.

RWY 21: REIL. SAVASI(S2L)—GA 3.0°TCH 21'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1330-2230Z†, Sun 1730-2230Z†. CLOSED Thanksgiving and Christmas day. Deer on and in/ov arpt. SAVASI Rwy 03 OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (423) 775-4695.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 133.6 (0450-1100Z†)

GCO 121.725 (FLIGHT SERVICES)

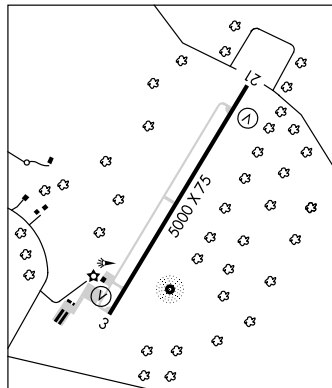
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 175° 17.8 NM to fld. 3040/02W. HIWAS.

NDB (MHW) 394 DTE N35°28.92' W84°55.86' at fld.

NOTAM FILE BNA.



**DICKSON MUNI** (M02) 3 N UTC-6(-5DT) N36°07.68' W87°25.79'

892 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MKL

RWY 17-35: H5001X75 (ASPH) S-16, D-26 MIRL 0.5% up N

RWY 17: REIL. PAPI (P2L). Trees.

RWY 35: REIL. PAPI (P2L). Trees.

**AIRPORT REMARKS:** Attended Oct-Mar 1400-0000Z†, Apr-Sep 1400-0100Z†.

**WEATHER DATA SOURCES:** AWOS-3 123.875 (615) 446-5481.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

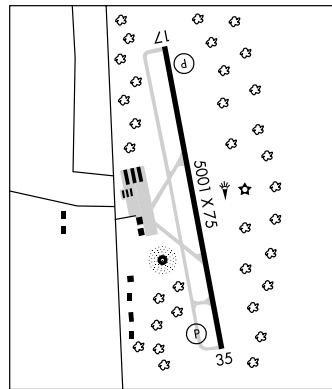
® MEMPHIS CENTER APP/DEP CON: 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 360° 17.6 NM to fld. 770/03E.

NDB (MHW) 203 DMZ N36°07.64' W87°25.94' at fld. NDB unmonitored 2130-1230Z†.



**DOBBS** N36°01.86' W86°43.31' NOTAM FILE BNA.

NDB (LOM) 304 BN 024° 6 NM to Nashville Intl.

**DULANEY** N36°08.15' W82°53.42' NOTAM FILE BNA.

NDB (MHW) 263° DYQ 050° 5 NM to Greeneville-Greene Co Muni. Unmonitored 2300-1300Z†.

ATLANTA

H-9A, 12G, L-25A

IAP

ST LOUIS

H-6K, 9A, L-161

IAP

ST LOUIS

L-16J

CINCINNATI

L-25C

NDB DMZ <b>203</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>892</b> <b>892</b>
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**NDB RWY 17**  
DICKSON MUNI (M02)

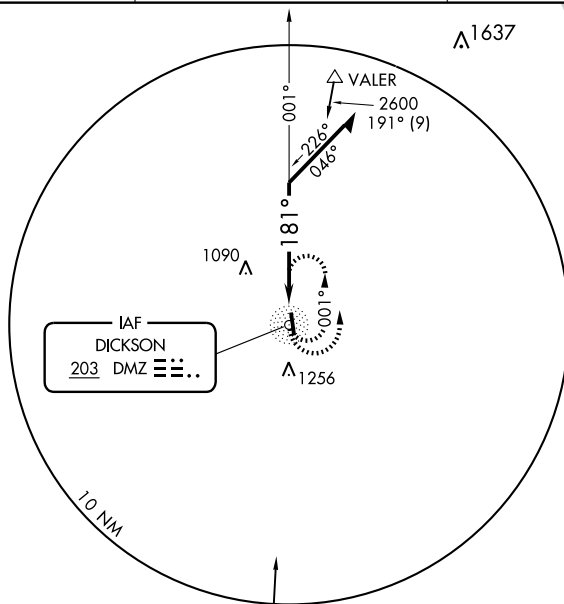


MISSED APPROACH: Climbing left turn to 2600  
in Dickson (DMZ) NDB holding pattern.

AWOS-3  
**123.875**

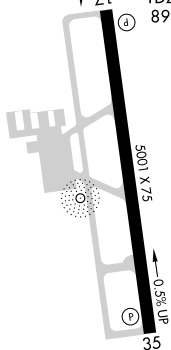
MEMPHIS CENTER  
**125.85 381.4**

UNICOM  
**122.8 (CTAF)**

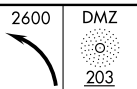


ELEV 892

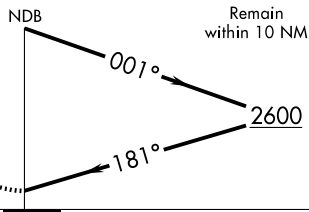
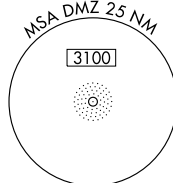
181° to NDB  
TDZE 892



REIL Rwy 17 and 35  
MIRL Rwy 17-35



GRAHAM  
111.6 GHM  
Chan 53



CATEGORY	A	B	C	D
S-17	1520-1	628 (700-1)	1520-1¾ 628 (700-1¾)	1520-2 628 (700-2)
CIRCLING	1520-1	628 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)



VORTAC GHM <b>111.6</b> Chan <b>53</b>	APP CRS <b>180°</b>	Rwy Idg TDZE <b>892</b> Apt Elev <b>892</b>	<b>5001</b>
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# VOR/DME RWY 17

DICKSON MUNI (M02)

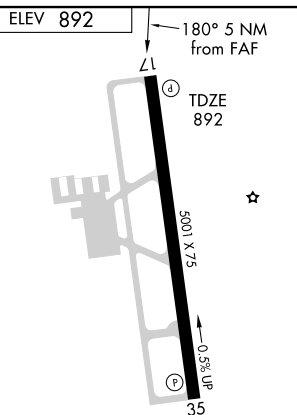
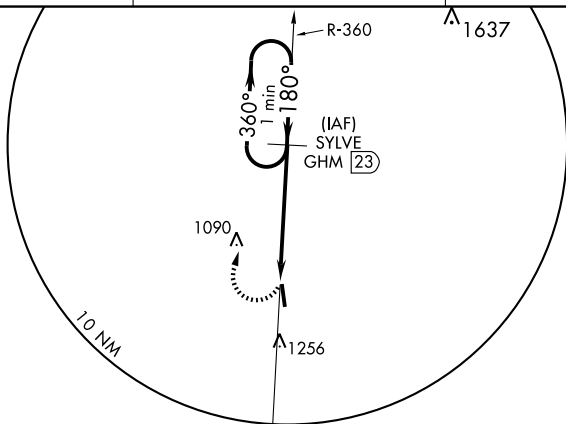


MISSED APPROACH: Climbing right turn to 2500 via R-360 GHM VORTAC to SYLVE 23 DME and hold.

AWOS-3  
**123.875**

MEMPHIS CENTER  
**125.85 381.4**

UNICOM  
**122.8** (CTAF)



REIL Rwy 17 and 35  
MIRL Rwy 17-35

2500		SYLVE GHM 23		One Minute Holding Pattern	
GHM R-360 111.6		SYLVE GHM 23		360° → 2500	
GHM 18.1		GHM 18.1		← 180°	
≤ 2.98° TCH 40		5 NM		VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D	
S-17	1400-1	508 (600-1)	1400-1½	508 (600-1½)	
CIRCLING	1400-1	508 (600-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)	

DICKSON, TENNESSEE  
Amdt 4C 09127

36° 08'N-87° 26'W

# VOR/DME RWY 17



**DYERSBURG RGNL** (DYR) 2 S UTC-6(-5DT) N35°59.88' W89°24.40'

MEMPHIS

338 B S4 FUEL 100LL, JET A NOTAM FILE DYR

H-6J, L-16H

RWY 04-22: H5698X100 (ASPH) S-55, D-80, 2S-102, 2D-140 HIRL 0.7% up NE IAP

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Thld dspcd 694'.

RWY 16-34: H4000X75 (ASPH) S-50, D-75, 2S-95, 2D-135

0.3% up NW

RWY 34: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-0100Z, Sat-Sun 1400-2300Z. Rwy 16-34 severe pavement cracks.

**WEATHER DATA SOURCES:** AWOS-3 135.625 (731) 287-0300. HIWAS 116.8 DYR.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.45 122.2 (JACKSON RADIO)

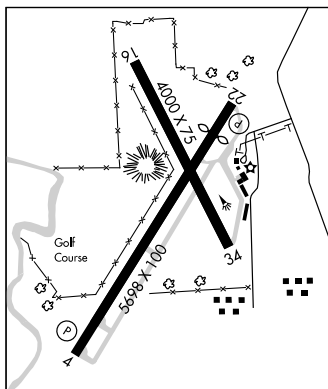
Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

**AIRSPACE:** CLASS E svc continuously.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

(L) VORTACW 116.8 DYR Chan 115 N36°01.11'

W89°19.06' 251° 4.5 NM to fld. 380/03E. HIWAS.



## EAGLEVILLE

**PUCKETT GLIDERPORT** (50M) 4 SE UTC-6(-5DT) N35°41.37' W86°36.90'

ATLANTA

780 NOTAM FILE BNA

RWY 14-32: 2200X145 (TURF)

RWY 14: Thld dspcd 600'. Trees. Rgt tfc. RWY 32: Trees.

**AIRPORT REMARKS:** Attended 1600Z-SS. Gliderport—powered acft welcome. Military activity and maneuvers prohibited. Rwy 14-32 and dspcd thld marked with 3' white cones.

**COMMUNICATIONS:** CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** Frequency 123.5 used for Glider Training

**ELIZABETHTON MUNI** (0A9) 3 NE UTC-5(-4DT) N36°22.27' W82°10.41'

CINCINNATI

1593 S4 FUEL 100LL, JET A OX 3 TPA-2593(1000) NOTAM FILE BNA

L-25C

RWY 06-24: H4529X70 (ASPH) S-25 LIRL (NSTD) 0.8% up NE IAP

RWY 06: SAVASI(S2L)—GA 3.75° TCH 36'. Thld dspcd 97'. Trees.

Rgt tfc.

RWY 24: Thld dspcd 429'. Trees.

**AIRPORT REMARKS:** Attended Apr-Oct 1230-0230Z, Nov-Mar 1230-0030Z. High performance acft departing Rwy 24 are to maintain rwy heading until reaching 2,600' MSL. Repetitive tfc pattern ops by high performance acft is discouraged. 250' AGL crane ops intermittently 0.4 NM SW AER 06 and 250' E of centerline. Rwy 06-24 NSTD LIRL avbl by prior arrangement only; call 423-543-2801 or after hrs 423-795-5303.

**WEATHER DATA SOURCES:** AWOS-3 135.675 (423) 543-1801.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ TRI CITY APP/DEP CON 134.425 128.67

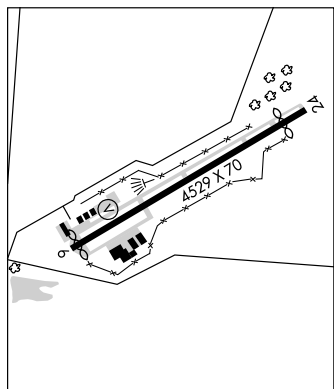
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HNV Chan 93 N36°26.22'

W82°07.77' 212° 4.5 NM to fld. 4321/04W.

NDB (MHW) 275 EZT N36°18.96' W82°16.23' 057° 5.8 NM

to fld. VFR only.



**ELLINGTON** (See LEWISBURG)

**ELVIS** N35°03.69' W90°04.30' NOTAM FILE MEM.

MEMPHIS

NDB (MHW/LOM) 287 ME 102° 4.8 NM to Memphis Intl. NDB unusable byd 15 NM.

L-18G

**EVERETT-STEWART RGNL** (See UNION CITY)

**FAYETTE CO** (See SOMERVILLE)

APP CRS **042°**  
 Rwy Idg **5698**  
 TDZE **325**  
 Apt Elev **338**

# RNAV (GPS) RWY 4

DYERSBURG RGNL (DYR)



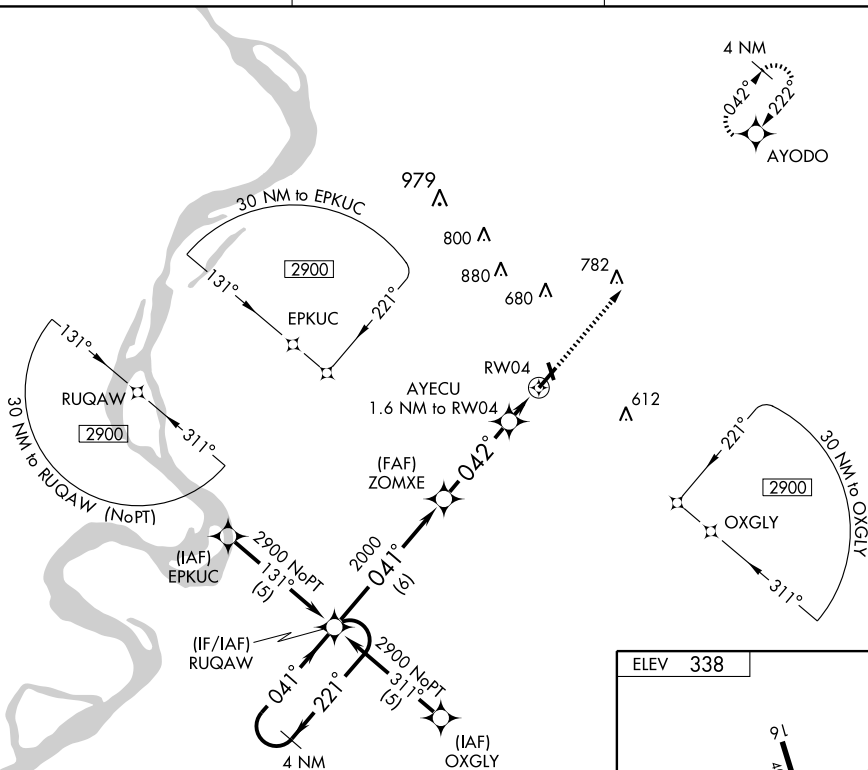
If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct AYODO and hold.

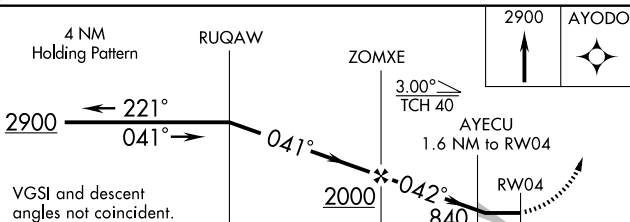
AWOS-3  
**135.625**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.05 (CTAF)**



ELEV **338**



CATEGORY	A	B	C	D
LNNAV MDA	720-1 395 (400-1)			720-1¼ 395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

MIRL Rwy 4-22  
 REIL Rwy 4 and 22

APP CRS **222°**  
 Rwy Idg **5004**  
 TDZE **335**  
 Apt Elev **338**

# RNAV (GPS) RWY 22

DYERSBURG RGNL (DYR)



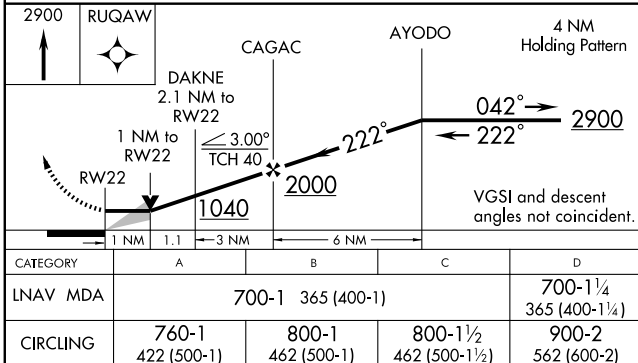
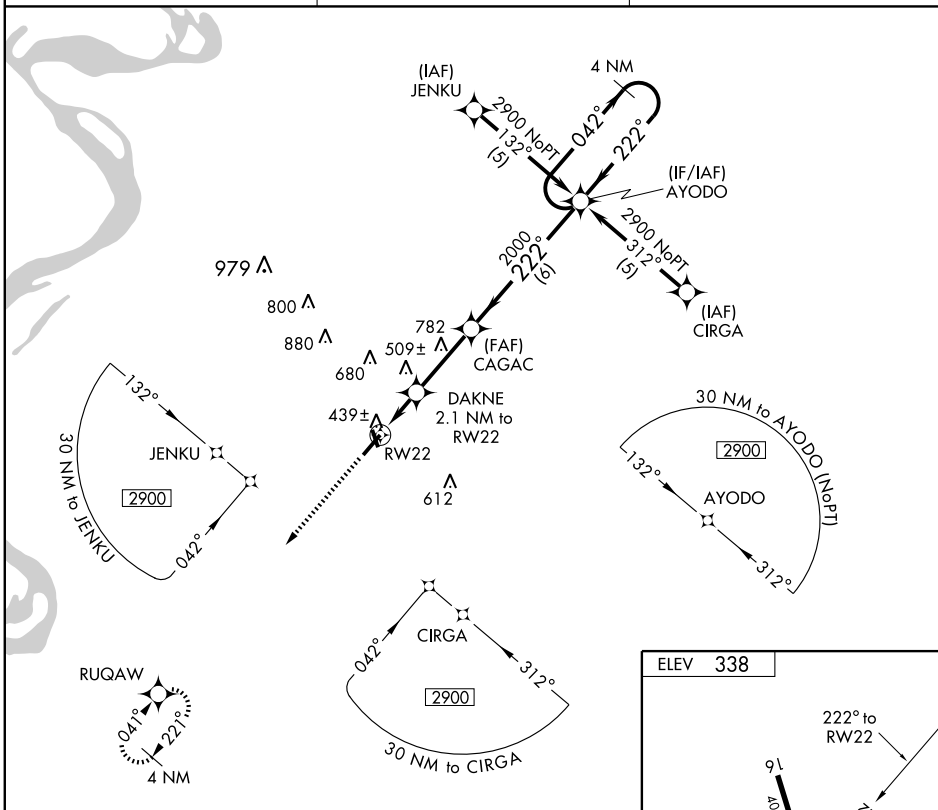
DME/DME RNP-0.3 NA. Straight-in minimums NA at night.  
 If local altimeter setting not received, use Blytheville Muni, AR  
 altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2900  
 direct RUGAW and hold.

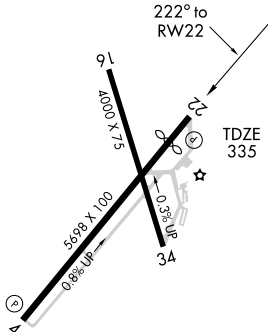
AWOS-3  
**135.625**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.05 (CTAF)**



ELEV **338**



MIRL Rwy 4-22  
 REIL Rwy 4 and 22

DYERSBURG, TENNESSEE

Orig 08325

36°00'N-89°24'W

DYERSBURG RGNL (DYR)

# RNAV (GPS) RWY 22

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DYC <b>116.8</b> Chan <b>115</b>	APP CRS <b>251°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>338</b>
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VOR-A

DYERSBURG RGNL (DYR)



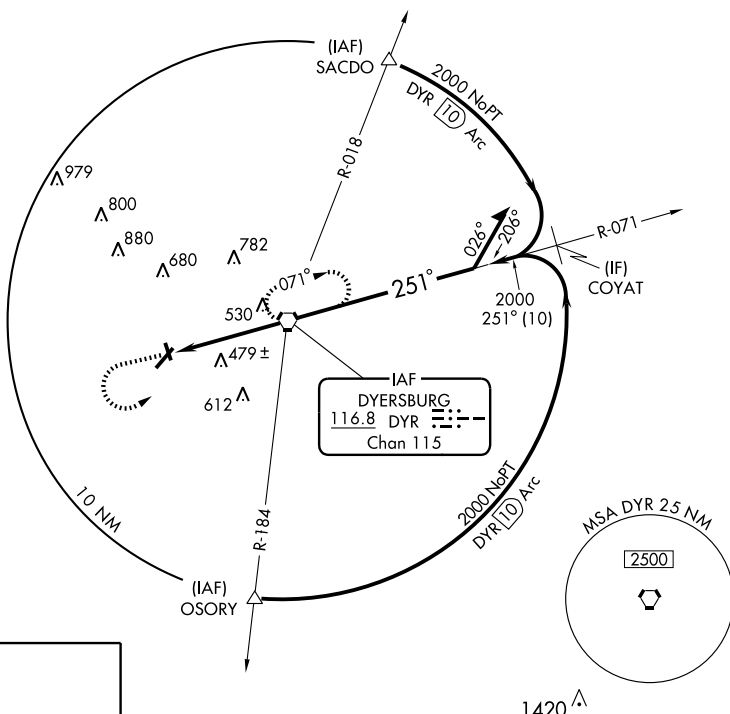
If local altimeter setting not received,  
use Blytheville Muni, AR altimeter setting  
and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 2000, then left turn direct DYR VORTAC and hold.

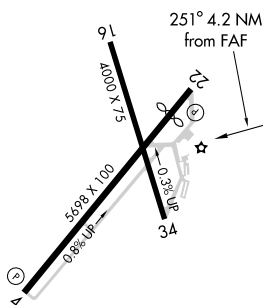
AWOS-3  
**135,625**

MEMPHIS CENTER  
134.65 316.15

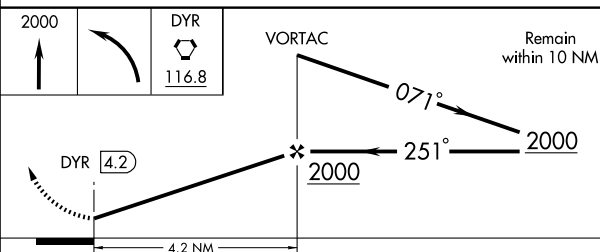
UNICOM  
**123.05** (CTAF)



ELEV 338



REIL Rwy 4 and 22  
MIRI Rwy 4-22



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

DYERSBURG, TENNESSEE  
Amdt 17 08325

DYERSBURG RGNL (DYR)

VOR-A

36° 00'N-89° 24'W

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

VORTAC DYR <b>116.8</b> Chan <b>115</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev <b>325</b> <b>338</b>	<b>5698</b>
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# VOR/DME RWY 4

DYERSBURG RGNL (DYR)

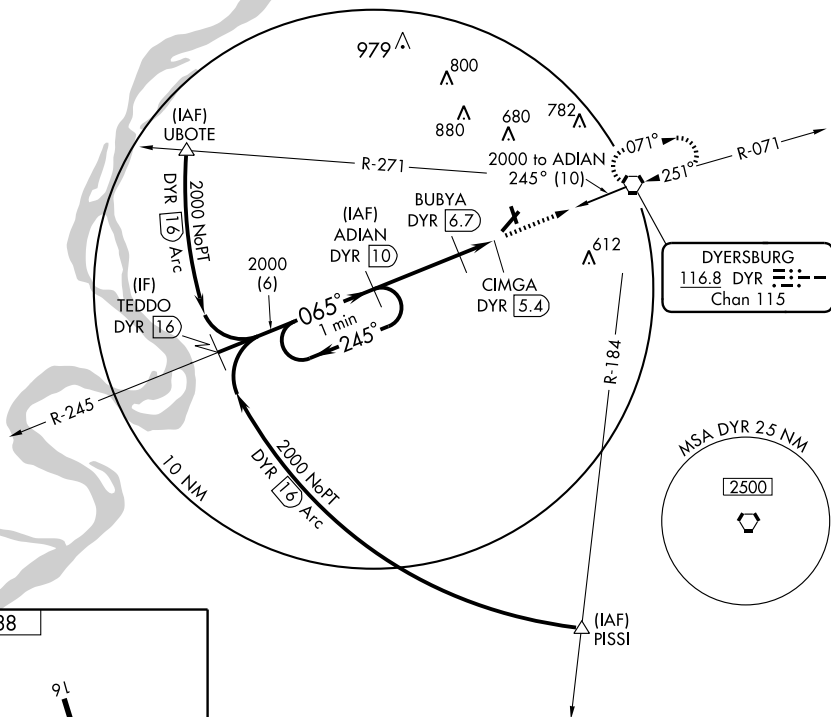
**⚠** If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct DYR VORTAC and hold.

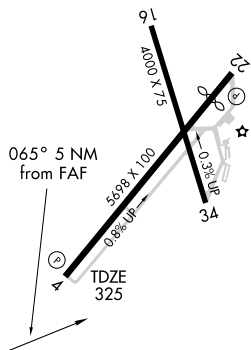
AWOS-3  
**135.625**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.05 (CTAF)**

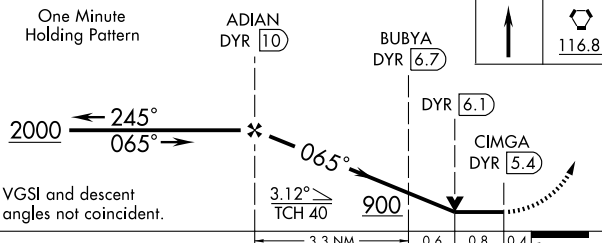


ELEV **338**



MIRL Rwy 4-22  
REIL Rwy 4 and 22

One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-4	720-1	395 (400-1)	720-1¼	395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

**DYERSBURG RGNL** (DYR) 2 S UTC-6(-5DT) N35°59.88' W89°24.40'

MEMPHIS

338 B S4 FUEL 100LL, JET A NOTAM FILE DYR

H-6J, L-16H

RWY 04-22: H5698X100 (ASPH) S-55, D-80, 2S-102, 2D-140 HIRL 0.7% up NE IAP

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Thld dspcd 694'.

RWY 16-34: H4000X75 (ASPH) S-50, D-75, 2S-95, 2D-135

0.3% up NW

RWY 34: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-0100Z†, Sat-Sun 1400-2300Z†. Rwy 16-34 severe pavement cracks.

**WEATHER DATA SOURCES:** AWOS-3 135.625 (731) 287-0300. HIWAS 116.8 DYR.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.45 122.2 (JACKSON RADIO)

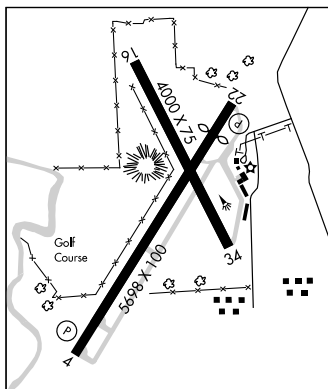
Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

**AIRSPACE:** CLASS E svc continuously.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

(L) VORTACW 116.8 DYR Chan 115 N36°01.11'

W89°19.06' 251° 4.5 NM to fld. 380/03E. HIWAS.



## EAGLEVILLE

**PUCKETT GLIDERPORT** (50M) 4 SE UTC-6(-5DT) N35°41.37' W86°36.90'

ATLANTA

780 NOTAM FILE BNA

RWY 14-32: 2200X145 (TURF)

RWY 14: Thld dspcd 600'. Trees. Rgt tfc. RWY 32: Trees.

**AIRPORT REMARKS:** Attended 1600Z†-SS. Gliderport—powered acft welcome. Military activity and maneuvers prohibited. Rwy 14-32 and dspcd thld marked with 3' white cones.

**COMMUNICATIONS:** CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** Frequency 123.5 used for Glider Training

**ELIZABETHTON MUNI** (0A9) 3 NE UTC-5(-4DT) N36°22.27' W82°10.41'

CINCINNATI

1593 S4 FUEL 100LL, JET A OX 3 TPA-2593(1000) NOTAM FILE BNA

L-25C

RWY 06-24: H4529X70 (ASPH) S-25 LIRL (NSTD) 0.8% up NE IAP

RWY 06: SAVASI(S2L)—GA 3.75° TCH 36'. Thld dspcd 97'. Trees.

Rgt tfc.

RWY 24: Thld dspcd 429'. Trees.

**AIRPORT REMARKS:** Attended Apr-Oct 1230-0230Z†, Nov-Mar 1230-0030Z†. High performance acft departing Rwy 24 are to maintain rwy heading until reaching 2,600' MSL. Repetitive tfc pattern ops by high performance acft is discouraged. 250' AGL crane ops intermittently 0.4 NM SW AER 06 and 250' E of centerline. Rwy 06-24 NSTD LIRL avbl by prior arrangement only; call 423-543-2801 or after hrs 423-795-5303.

**WEATHER DATA SOURCES:** AWOS-3 135.675 (423) 543-1801.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ TRI CITY APP/DEP CON 134.425 128.67

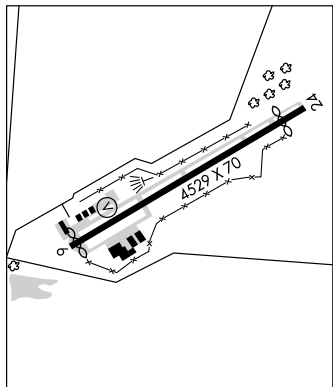
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HNV Chan 93 N36°26.22'

W82°07.77' 212° 4.5 NM to fld. 4321/04W.

NDB (MHW) 275 EZT N36°18.96' W82°16.23' 057° 5.8 NM

to fld. VFR only.



**ELLINGTON** (See LEWISBURG)

**ELVIS** N35°03.69' W90°04.30' NOTAM FILE MEM.

MEMPHIS

NDB (MHW/LOM) 287 ME 102° 4.8 NM to Memphis Intl. NDB unusable byd 15 NM.

L-18G

**EVERETT-STEWART RGNL** (See UNION CITY)

**FAYETTE CO** (See SOMERVILLE)

APP CRS **064°**  
 Rwy ldg **4432**  
 TDZE **1555**  
 Apt Elev **1593**

# RNAV (GPS) RWY 6

ELIZABETHTON MUNI (ØA9)

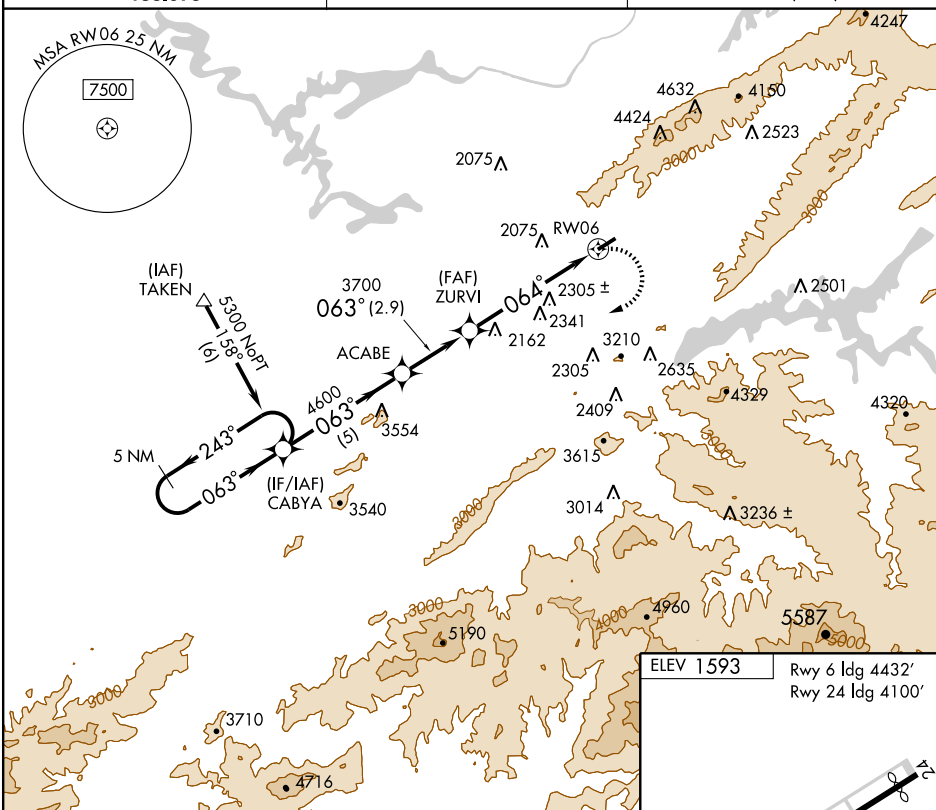
▼ If local altimeter setting not received, use Tri-Cities Rgnl altimeter setting and increase all MDAs 60 ft. VDP NA when using Tri-Cities Rgnl altimeter setting.  
 ▲ Circling NA Northwest of Rwy 6-24. DME/DME RNP-0.3 NA.  
 Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

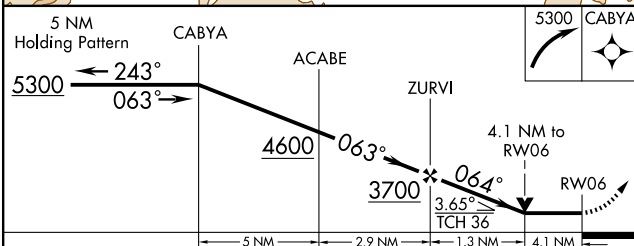
AWOS-3  
**135.675**

TRI CITY APP CON  
**134.425 349.0**

UNICOM  
**123.0 (CTAF)**



ELEV 1593  
 Rwy 6 ldg 4432'  
 Rwy 24 ldg 4100'



CATEGORY	A	B	C	D
RNAV MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

ILRL Rwy 6-24

**FAYETTEVILLE MUNI** (FYM) 6 S UTC-6(-5DT) N35°03.58' W86°33.84'

984 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MKL

RWY 02-20: H5900X100 (ASPH) S-21, D-31 MIRL 0.4% up N

RWY 02: REIL. PAPI(P4L)—GA 3.75° TCH 31'. Thld displcd 400'.

Trees.

RWY 20: ODALS. REIL. PAPI(P4R). Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1600-2200Z†, CLOSED Federal holidays. ACTIVATE MIRL Rwy

02-20 and ODALS Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.275 (931) 433-5916.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ HUNTSVILLE APP/DEP CON 125.6 (1200-0600Z†)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z†)

GCO 121.725 key 4 times (HUNTSVILLE CLNC), key 6 times

(JACKSON FSS CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

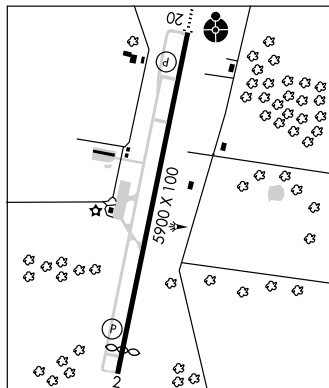
W86°38.03' 010° 16.1 NM to fld. 1199/02E.

KELSO NDB (MHW) 358 TNY N35°08.04' W86°32.52' 195°

4.6 NM to fld. NOTAM FILE MKL. NDB unmonitored

2300-1400Z†.

SDF 110.5 FYM Rwy 20. SDF unmonitored 2300-1400Z†.



**FORT CAMPBELL** (See SABRE AHP)

**FRANKLIN CO** (See SEWANEE)

**GAINESBORO**

**JACKSON CO** (1A7) 3 NE UTC-6(-5DT) N36°23.81' W85°38.48'

515 NOTAM FILE BNA

RWY 18-36: H3500X75 (ASPH) S-21, D-31

AIRPORT REMARKS: Unattended. High terrain all quadrants.

COMMUNICATIONS: CTAF 122.9

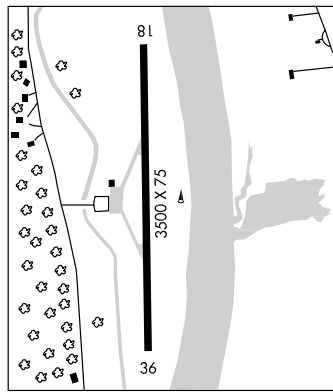
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 246° 25.6 NM to fld. 1020/02W.

ST LOUIS

L-25A





NDB TNY <b>358</b>	APP CRS <b>195°</b>	Rwy Idg TDZE Apt Elev	<b>5900</b> <b>984</b> <b>984</b>
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# NDB RWY 20

FAYETTEVILLE MUNI (FYM)

**▽** When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet, increase S-20 Cat C and D and Circling Cat C visibility ½ mile, increase Circling Cat D visibility ¼ mile.

**△ NA**

ODALS



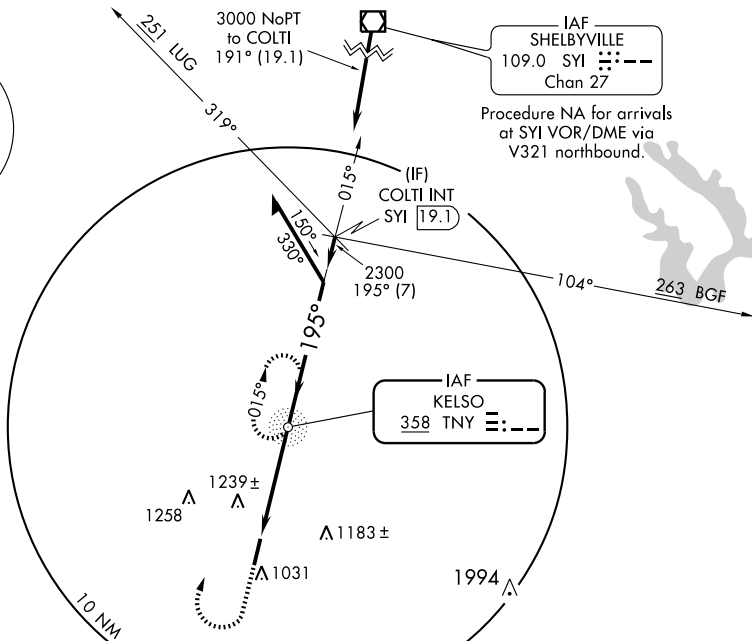
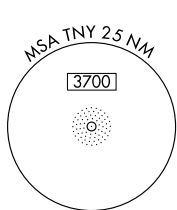
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct KELSO NDB and hold.

AWOS-3  
**135.275**

HUNTSVILLE APP CON ★  
**125.6 354.1**

GCO  
**121.725**

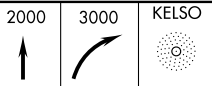
UNICOM  
**122.8** (CTAF) **①**



ROCKET  
**112.2** RQZ  
Chan 59

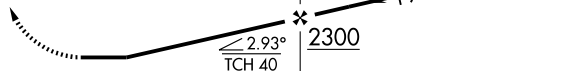
ELEV 984

TDZE 984  
195° 4.1 NM from FAF

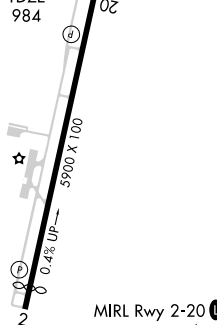


VGSI and descent angles not coincident.

NDB  
Remain within 10 NM



CATEGORY	A	B	C	D
S-20	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-1¾ 556 (600-1¾)
CIRCLING	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



MIRL Rwy 2-20 **①**  
REIL Rwy 2 and 20

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22





SDF FYM <b>110.5</b>	APP CRS <b>195°</b>	Rwy ldg TDZE Apt Elev	<b>5900</b> <b>983</b> <b>984</b>
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# SDF RWY 20

FAYETTEVILLE MUNI (FYM)

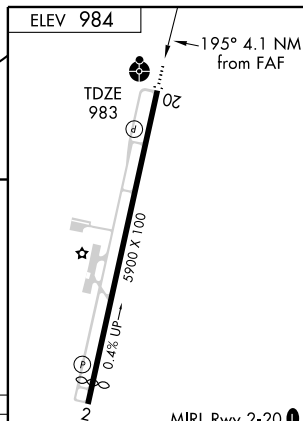
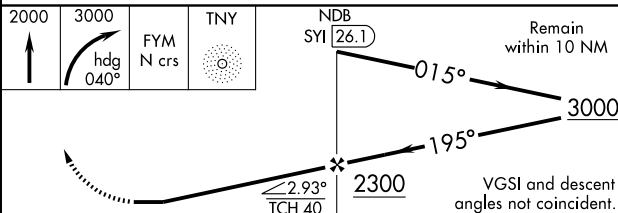
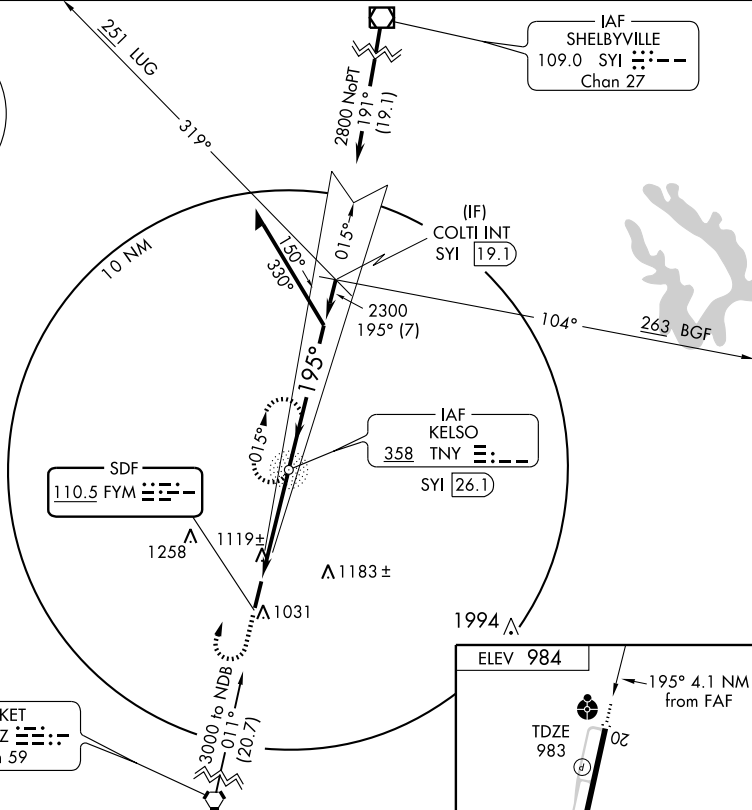
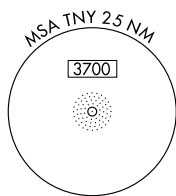
<p><b>V</b> If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.  <b>Δ NA</b> Visibility reduction by helicopters NA.          ADF or DME REQUIRED.</p>	<p>ODALS  </p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and FYM SDF.          North course to KELSO NDB/SYI 26.1 DME and hold.</p>
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AWOS-3  
**135.275**

HUNTSVILLE APP CON ★  
**125.6 354.1**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-20	1380-1	397 (400-1)		1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

VORTAC RQZ <b>112.2</b> Chan <b>59</b>	APP CRS <b>010°</b>	Rwy Idg <b>5500</b> TDZE <b>973</b> Apt Elev <b>984</b>
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VOR/DME RWY 2  
FAYETTEVILLE MUNI (FYM)

**T**  
**A** NA

If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.

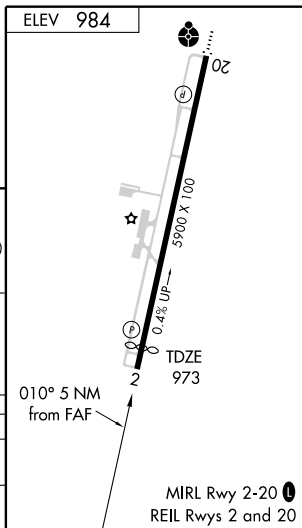
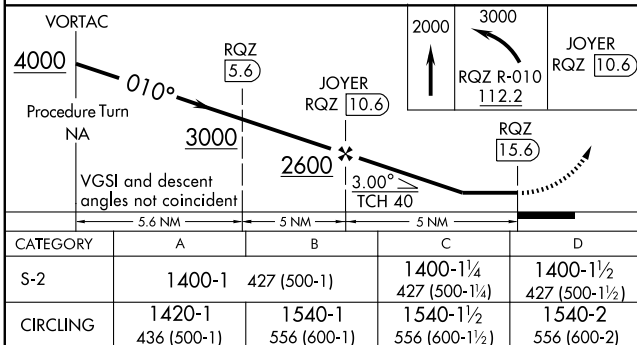
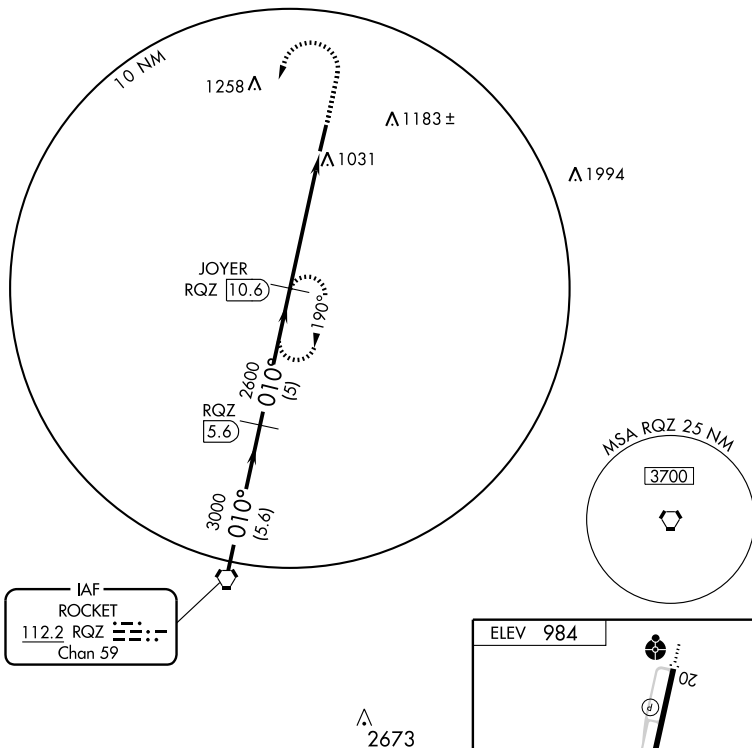
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3  
135.275

HUNTSVILLE APP CON ★  
125.6 354.1

GCO  
121.725

UNICOM  
122.8 (CTAF) **L**



## GALLATIN

**SUMNER CO RGNL** (M33) 2 E UTC-6(-5DT) N36°22.61' W86°24.53'

583 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE BNA

RWY 17-35: H500X100 (ASPH) S-16, D-26 MIRL 0.8% up N

RWY 17: REIL. PAPI(P4L). Trees.

RWY 35: REIL. PAPI(P4L). Trees.

**AIRPORT REMARKS:** Attended Oct-Mar 1230-0100Z†, Apr-Sep

1230-0200Z†. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (615) 230-8005.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

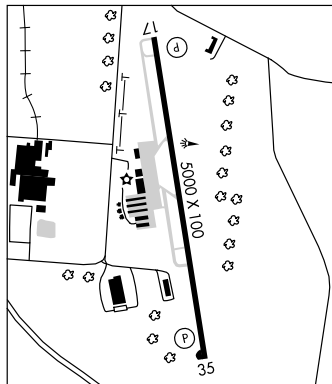
Ⓡ NASHVILLE APP/DEP CON 118.4

GCO 135.075 (NASHVILLE CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'

W86°41.09' 045° 19.7 NM to fld. 570/02W.



ST LOUIS

H-8K, 9A, L-16J

IAP

**GATLINBURG—PIGEON FORGE** (See SEVIERVILLE)

**GENERAL DEWITT SPAIN** (See MEMPHIS)

**GIBSON CO** (See TRENTON)

**GRAHAM** N35°50.04' W87°27.11' NOTAM FILE MKL.

(L) VORTAC 111.6 GHM Chan 53 at Centerville Muni. 770/03E.

RCO 122.1R 111.6T (JACKSON RADIO)

RCO 122.25 (JACKSON RADIO)

ATLANTA

L-16J

**GREENEVILLE—GREENE CO MUNI** (GCY) 2 N UTC-5(-4DT) N36°11.58' W82°48.91'

1608 B S2 FUEL 100LL, JET A OX 2, 4 NOTAM FILE BNA

RWY 05-23: H6302X100 (ASPH) S-22, D-35 MIRL 0.6% up NE

RWY 05: REIL. VASI(V2L)—GA 3.5° TCH 28'. Trees.

RWY 23: REIL. VASI(V2L)—GA 4.0° TCH 31'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1230-0000Z†. For svc other hrs call 423-636-8717. PAEW adjacent rwy and twy. Rwy 23 designated calm wind rwy.

**WEATHER DATA SOURCES:** AWOS-3 128.425 (423) 639-5081.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ TRI CITY APP/DEP CON 119.25 (1100-0500Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.85 (0500-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.

SNOWBIRD (L) VORTAC 108.8 SOT Chan 25 N35°47.41'

W83°03.14' 030° 26.8 NM to fld. 4239/04W.

DULANEY NDB (MHW) 263 DYQ N36°08.15' W82°53.42'

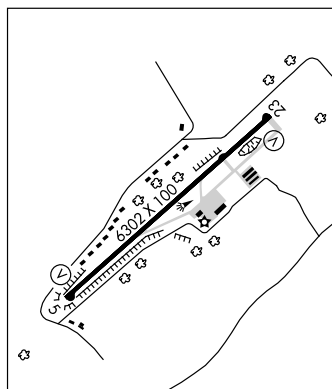
051° 5 NM to fld. NOTAM FILE BNA. Unmonitored 2300-1300Z†.

ILS 108.5 I-GCY Rwy 05. (Loc only) Unmonitored 0100-1300Z†.

CINCINNATI

H-9B, 12G, L-25C

IAP



APP CRS  
**173°**

Rwy ldg **5000**  
TDZE **584**  
Apt Elev **584**

# RNAV (GPS) RWY 17

GALLATIN/ SUMNER COUNTY RGNL (M33)

▼ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet.  
▲ NA GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

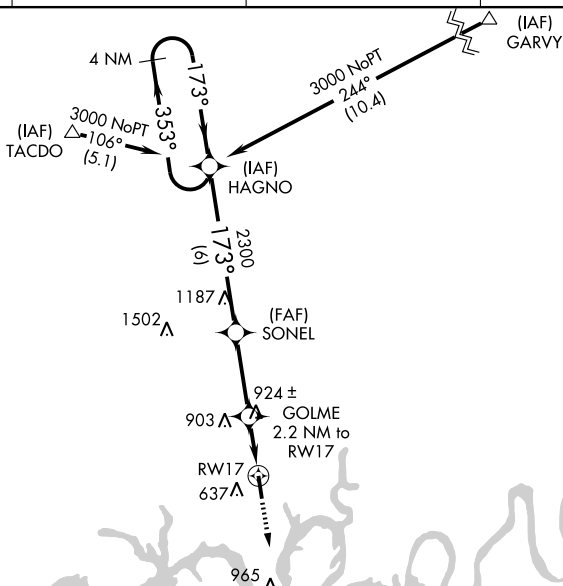
MISSED APPROACH: Climb to 3000 direct OPCIL WP and hold.

AWOS-3  
**132.725**

NASHVILLE APP CON  
**118.4 360.7**

GCO  
**135.075**

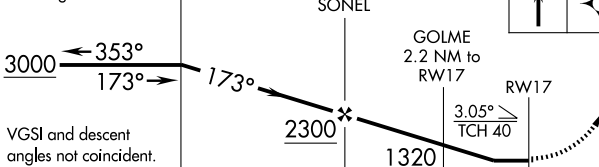
UNICOM  
**123.05 (CTAF) ①**



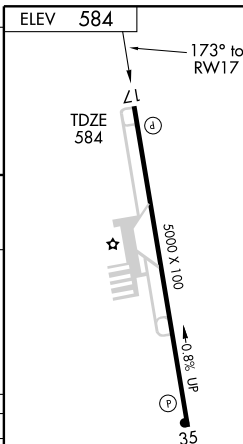
MISSED APCH FIX



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	1180-1 596 (600-1)	1180-1½ 596 (600-1½)	1180-1¾ 596 (600-1¾)	1180-2 596 (600-2)
CIRCLING	1180-1 596 (600-1)	1180-1½ 596 (600-1½)	1180-1¾ 596 (600-1¾)	1240-2 656 (700-2)



MIRL Rwy 17-35 ①  
REIL Rwy 17 and 35

APP CRS **353°**  
 Rwy ldg **5000**  
 TDZE **565**  
 Apt Elev **584**

# RNAV (GPS) RWY 35

GALLATIN/SUMNER COUNTY RGNL (M33)

**V** If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet.  
**NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HAGNO WP and hold.

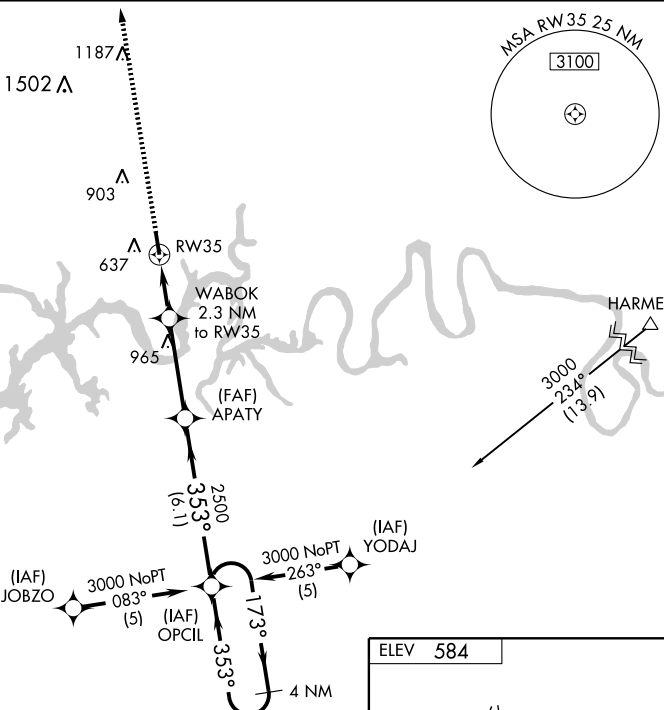
AWOS-3  
**132.725**

NASHVILLE APP CON  
**118.4 360.7**

GCO  
**135.075**

UNICOM  
**123.05 (CTAF)**

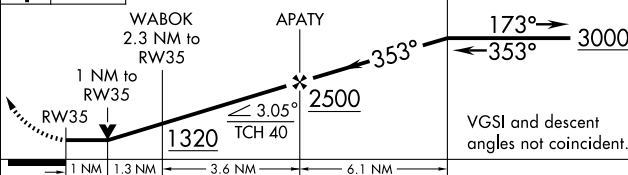
MISSED APCH FIX



Procedure NA for arrivals at BNA VORTAC on V-140 westbound or for arrivals at HARME INT on V-140 eastbound

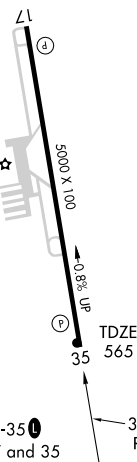


VDP NA when using Nashville Intl altimeter setting.



CATEGORY	A	B	C	D
LNNAV MDA	940-1	375 (400-1)	940-1½	375 (400-1½)
CIRCLING	1140-1	556 (600-1)	1140-1½	1240-2
			556 (600-1½)	656 (700-2)

ELEV **584**





VORTAC BNA <b>114.1</b> Chan <b>88</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>584</b>
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N/A  
N/A  
584

VOR/DME-A

GALLATIN/ SUMNER COUNTY RGNL (M33)

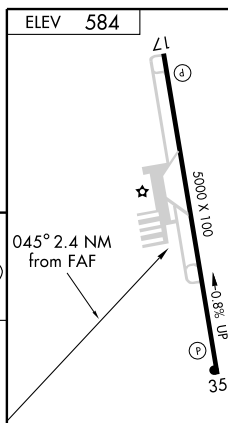
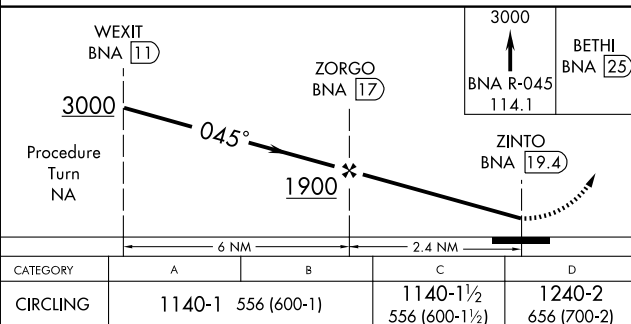
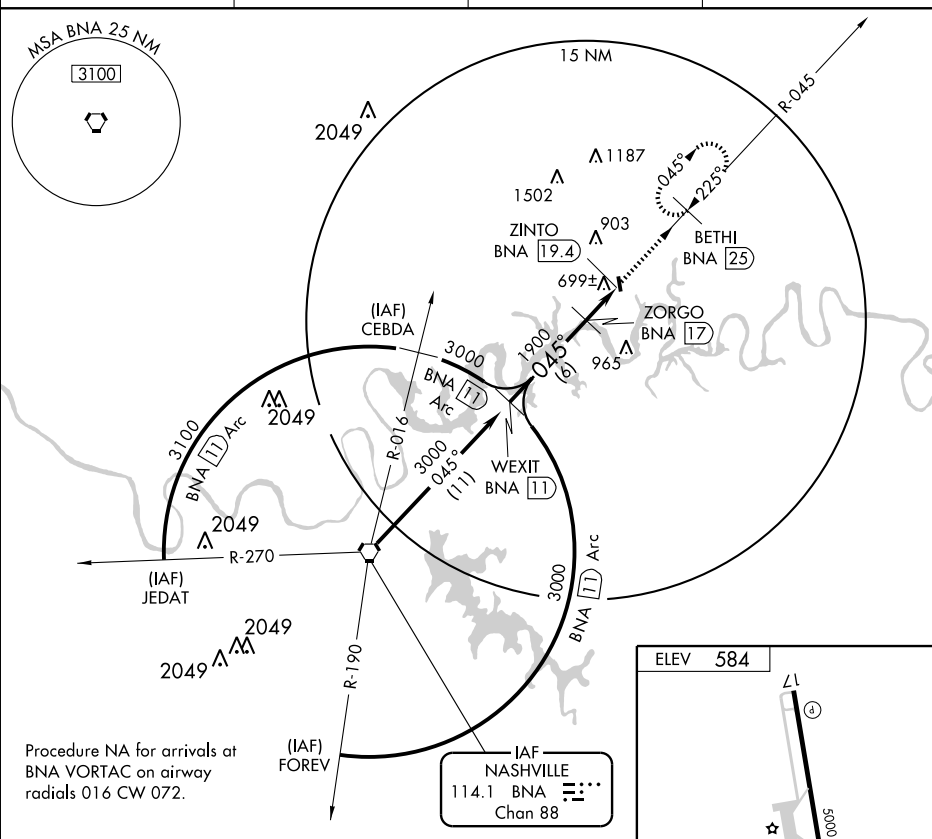
**T** If local altimeter setting not received, use Nashville Intl  
**A NA** altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via BNA VORTAC  
045° radial to BETHI/ 25 DME and hold.

AWOS-3  
132.725

NASHVILLE APP CON  
118.4 360.7

GCO  
135,075

UNICOM  
123.05 (CTAF) **L**

GALLATIN, TENNESSEE

Amdt 2 09071

GALLATIN/ SUMNER COUNTY RGNL (M33)

36° 23' N-86° 25' W

VOR/DME-A

SE-1. 21 OCT 2010 to 18 NOV 2010

## GALLATIN

**SUMNER CO RGNL** (M33) 2 E UTC-6(-5DT) N36°22.61' W86°24.53'

583 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE BNA

RWY 17-35: H5000X100 (ASPH) S-16, D-26 MIRL 0.8% up N

RWY 17: REIL. PAPI(P4L). Trees.

RWY 35: REIL. PAPI(P4L). Trees.

**AIRPORT REMARKS:** Attended Oct-Mar 1230-0100Z†, Apr-Sep

1230-0200Z†. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (615) 230-8005.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

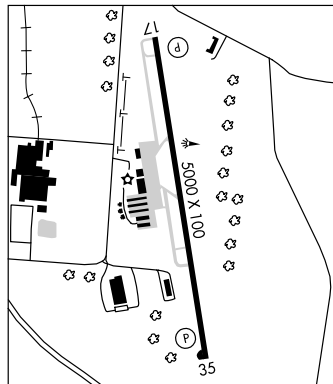
Ⓡ NASHVILLE APP/DEP CON 118.4

GCO 135.075 (NASHVILLE CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'

W86°41.09' 045° 19.7 NM to fld. 570/02W.



ST LOUIS

H-8K, 9A, L-16J

IAP

**GATLINBURG—PIGEON FORGE** (See SEVIERVILLE)

**GENERAL DEWITT SPAIN** (See MEMPHIS)

**GIBSON CO** (See TRENTON)

**GRAHAM** N35°50.04' W87°27.11' NOTAM FILE MKL.

(L) VORTAC 111.6 GHM Chan 53 at Centerville Muni. 770/03E.

RCO 122.1R 111.6T (JACKSON RADIO)

RCO 122.25 (JACKSON RADIO)

ATLANTA

L-16J

**GREENEVILLE—GREENE CO MUNI** (GCY) 2 N UTC-5(-4DT) N36°11.58' W82°48.91'

1608 B S2 FUEL 100LL, JET A OX 2, 4 NOTAM FILE BNA

RWY 05-23: H6302X100 (ASPH) S-22, D-35 MIRL 0.6% up NE

RWY 05: REIL. VASI(V2L)—GA 3.5° TCH 28'. Trees.

RWY 23: REIL. VASI(V2L)—GA 4.0° TCH 31'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1230-0000Z†. For svc other hrs call

423-636-8717. PAEW adjacent rwy and twy. Rwy 23 designated calm wind rwy.

**WEATHER DATA SOURCES:** AWOS-3 128.425 (423) 639-5081.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ TRI CITY APP/DEP CON 119.25 (1100-0500Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.85 (0500-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.

SNOWBIRD (L) VORTAC 108.8 SOT Chan 25 N35°47.41'

W83°03.14' 030° 26.8 NM to fld. 4239/04W.

DULANEY NDB (MHW) 263 DYQ N36°08.15' W82°53.42'

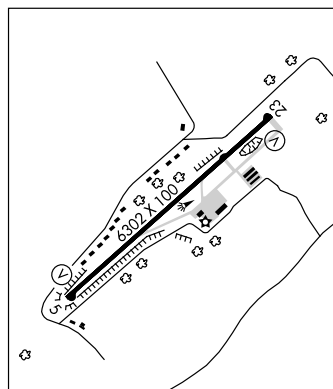
051° 5 NM to fld. NOTAM FILE BNA. Unmonitored 2300-1300Z†.

ILS 108.5 I-GCY Rwy 05. (Loc only) Unmonitored 0100-1300Z†.

CINCINNATI

H-9B, 12G, L-25C

IAP



LOC I-GCY	APP CRS	Rwy Idg	<b>6302</b>
<b>108.5</b>	<b>051°</b>	TDZE	<b>1604</b>
		Apt Elev	<b>1608</b>

LOC RWY 5  
GREENEVILLE-GREENE COUNTY MUNI (GCY)



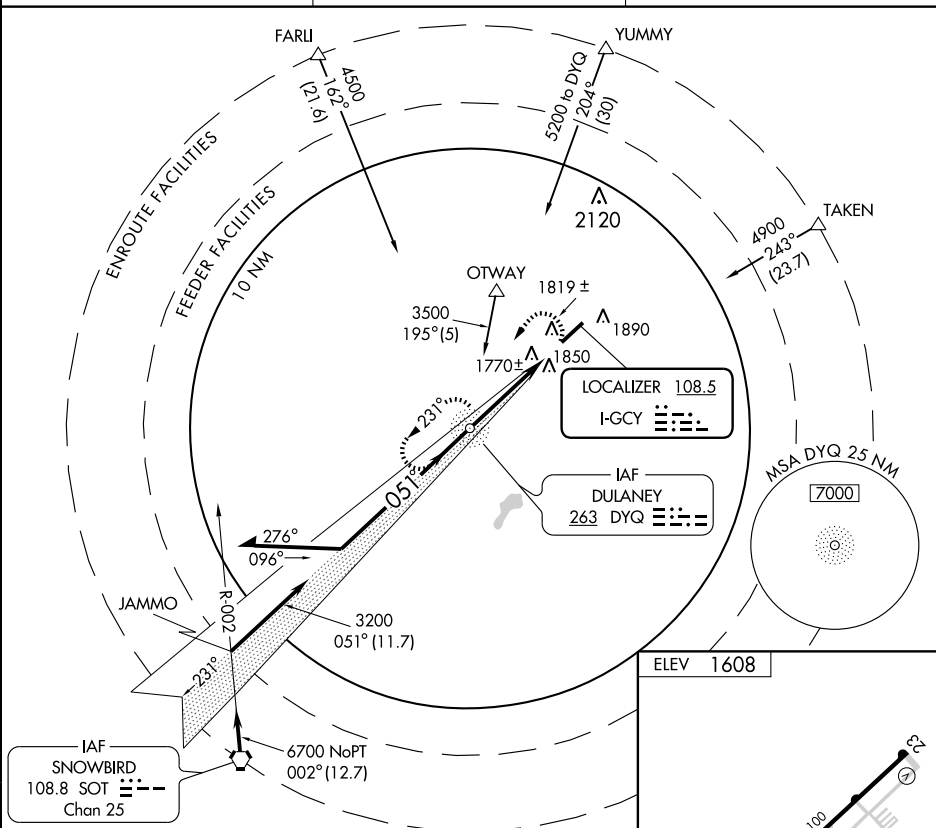
If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.  
ADF REQUIRED

**MISSED APPROACH:** Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3  
**128.425**

TRI-CITY APP CON★  
119.25 317.5

UNICOM  
122.7 (CTAF)



Remain  
within 10 NM

3500

← 4.5 NM →

CATEGORY	A	B	C	D
S-5	2020-1	416 (500-1)	2020-1 $\frac{1}{4}$	416 (500- $\frac{1}{4}$ )
CIRCLING	2260-1	652 (700-1)	2260-1 $\frac{3}{4}$ 652 (700- $\frac{3}{4}$ )	2260-2 652 (700-2)



DY  
C  
26

ELEV 1608

TDZ  
160

051° 4.5 NM  
from EAF

MIRL Rwy 5-23  
REIL Rwys 5 and 23

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NDB DYQ	APP CRS	Rwy Idg	<b>6302</b>
<b>263</b>	<b>051°</b>	TDZE	<b>1604</b>
		Apt Elev	<b>1608</b>

# NDB or GPS RWY 5

## GREENEVILLE-GREENE COUNTY MUNI (GCY)

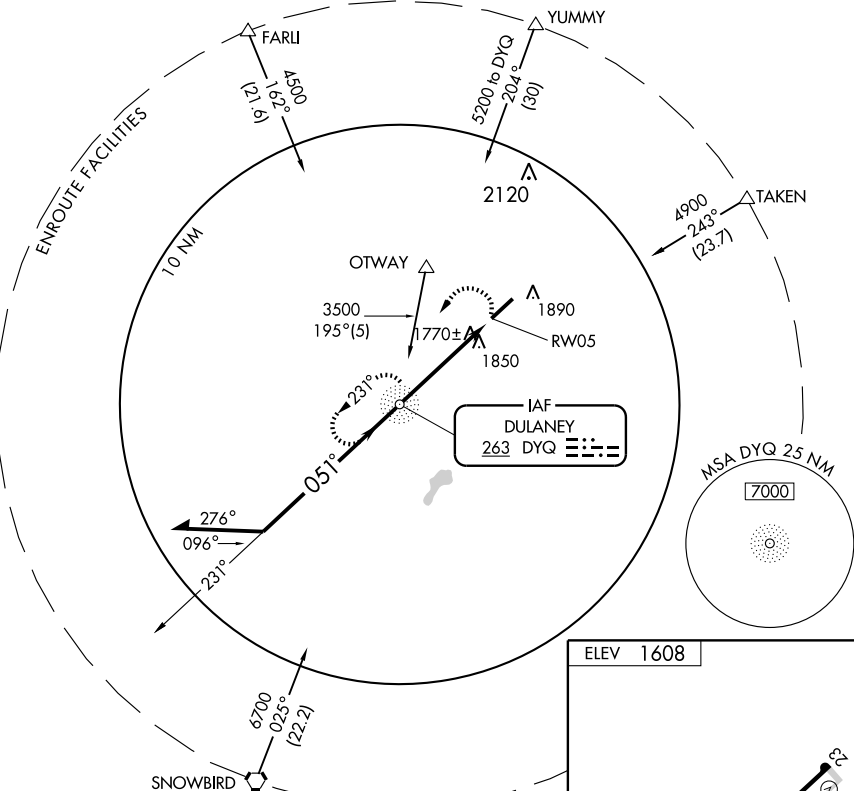
**V** If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.

**MISSED APPROACH:** Climbing left turn to 3500 direct DYQ NDB and hold.

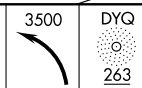
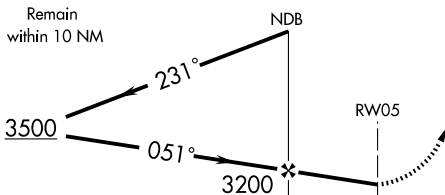
AWOS-3  
**128.425**

TRI-CITY APP CON★  
**119.25 317.5**

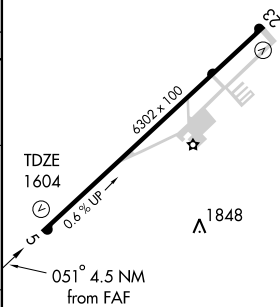
UNICOM  
**122.7 (CTAF)**



Remain  
within 10 NM



ELEV 1608



MIRL Rwy 5-23  
REIL Rws 5 and 23

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-5	2160-1	556 (600-1)	2160-1½ 556 (600-1½)	2160-1¾ 556 (600-1¾)
CIRCLING	2260-1	652 (700-1)	2260-1¾ 652 (700-1¾)	2260-2 652 (700-2)

# HALLS

**ARNOLD FLD** (M31) 2 NW UTC-6(-5DT) N35°54.20' W89°23.84'

292 S8 FUEL 100LL NOTAM FILE MKL

RWY 18-36: H4700X75 (CONC)

RWY 18: Tree. Rgt tfc. RWY 36: Antenna.

**AIRPORT REMARKS:** Attended irregularly. Waterfowl refuge ¼ NM east of arpt. Fence north end of rwy beyond overrun and CLOSED rwys to isolate vehicle traffic from Rwy 18-36. There may be vehicle tfc on abandoned rwy system.

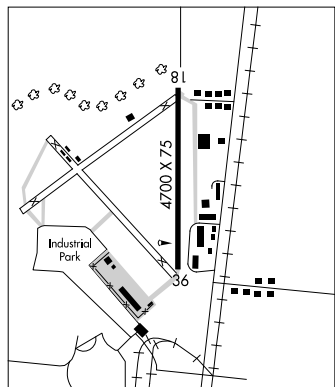
**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11' W89°19.06' 206° 7.9 NM to fld. 380/03E. HIWAS.

MEMPHIS

L-16H



**HARDEMAN** N35°12.86' W89°02.53' NOTAM FILE MKL.

NDB (MHW) 404 BAV at William L. Whitehurst Fld. NDB unmonitored 2300-1500Z±.  
NDB unusable byd 20 NM.

ATLANTA

L-16H

**HARDWICK FLD** (See CLEVELAND)

**HASSEL FLD** (See CLIFTON)

**HAWKINS CO** (See ROGERSVILLE)

**HENRY CO** (See PARIS)

**HINCH MOUNTAIN** N35°46.86' W84°58.71' NOTAM FILE CSV.

(L) VORTAC 117.6 HCH Chan 123 335° 11.5 NM to Crossville Memorial-Whitson Fld.  
3040/02W. HIWAS.

RCO 122.1R 117.6T (NASHVILLE RADIO)

ATLANTA

H-9A, L-25A

**HOHENWALD** N35°27.75' W87°37.82' NOTAM FILE MKL.

NDB (MHW) 257 JHG at John A Baker Fld. Unmonitored. (NDB unusable byd 16 NM)

ATLANTA

L-16I

# HOHENWALD

**JOHN A BAKER FLD** (ØM3) 2 W UTC-6(-5DT) N35°32.76' W87°35.84'

972 B FUEL 100LL NOTAM FILE MKL

RWY 02-20: H4000X75 (ASPH) S-8, D-12 MIRL 0.5% up N

RWY 02: PAPI(P2L)—GA 3.00° TCH 40'. Trees.

RWY 20: PAPI(P2L)—GA 3.00° TCH 40'. Thld dspcd 500'. Trees.

**AIRPORT REMARKS:** Unattended. Self service fuel avbl 24 hrs. ACTIVATE MIRL Rwy 02-20—CTAF. PAPI Rwy 02 and Rwy 20 on continuous.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04' W87°27.11' 199° 18.7 NM to fld. 770/03E.

HOHENWALD NDB (MHW) 257 JHG N35°27.75' W87°37.82' 019° 5.3 NM to fld. Unmonitored. (NDB unusable byd 16 NM)

ATLANTA

L-16I

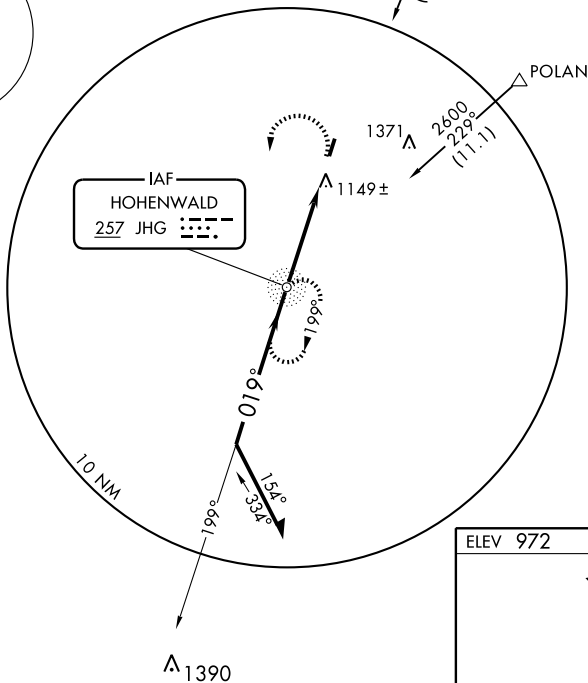
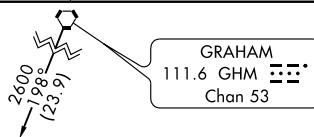
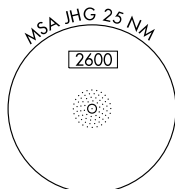
IAP



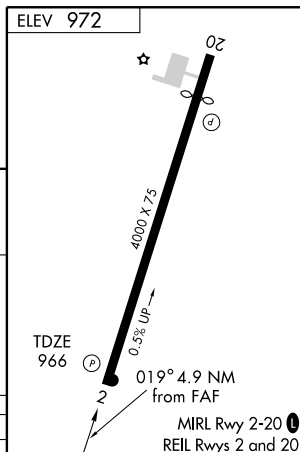
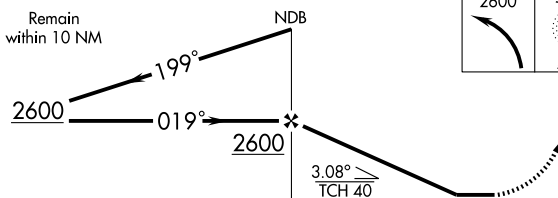
Rwy Idg	<b>4000</b>
TDZE	<b>966</b>
Apt Elev	<b>972</b>

**MISSED APPROACH:** Climbing left turn to 2600 direct JHG NDB and hold.

UNICOM  
122.8 (CTAF) **L**



COLUMBUS 4  
MOA



			4.9 NM	
CATEGORY	A	B	C	D
S-2	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA
CIRCLING	1520-1	548 (600-1)	1520-1½ 548 (600-1½)	NA

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

APP CRS **019°**  
Rwy Idg **4000**  
TDZE **966**  
Apt Elev **972**

# RNAV (GPS) RWY 2

HOHENWALD/ JOHN A. BAKER FIELD (0M3)

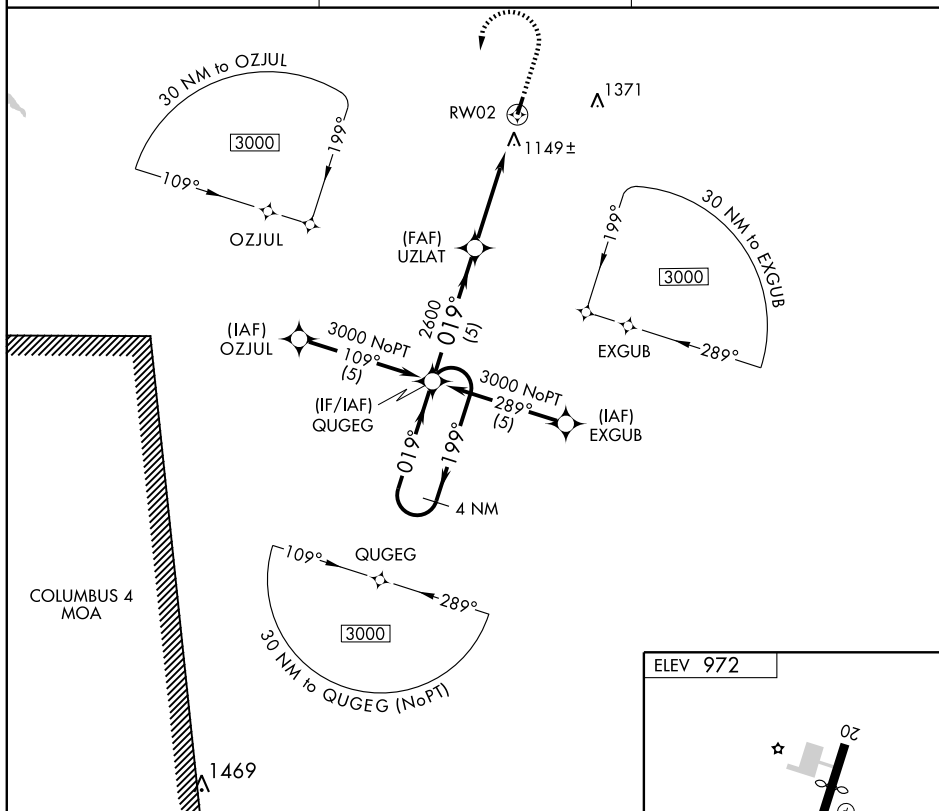
**NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG WP and hold.

LAWRENCEBURG AWOS-3  
**120.175**

MEMPHIS CENTER  
**125.85 379.25**

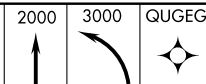
UNICOM  
**122.8 (CTAF) 0**



ELEV 972

4 NM  
Holding Pattern

QUGEG



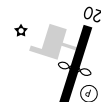
3000  
← 199°  
019° →

VGSI and descent  
angle not coincident.

UZLAT  
2600  
019°  
3.03°  
TCH 40

RW02

TDZE  
966



MIRL Rwy 2-20  
REIL Rws 2 and 20

CATEGORY	A	B	C	D
RNAV	1480-1 514 (600-1)		1480-1½ 514 (600-1½)	NA
CIRCLING	1520-1 548 (600-1)		1520-1½ 548 (600-1½)	NA

**HOLSTON MOUNTAIN** N36°26.22' W82°07.77' NOTAM FILE BNA.

(L) VORTAC 114.6 HNV Chan 93 284° 13.6 NM to Tri-Cities Rgnl TN/VA. 4321/04W.

RCO 122.1R 114.6T (NASHVILLE RADIO)

CINCINNATI

H-9B, 12H, L-25C

**HOUSTON CO** (See McKINNON)

**HUCHN** N35°59.28' W85°35.17' NOTAM FILE BNA.

NDB (MHW) 233 HEM 036° 4.9 NM to Upper Cumberland Rgnl. NDB unmonitored 0100-1300Z†.

ATLANTA

L-25A

**HUMBOLDT MUNI** (M53) 3 SE UTC-6(-5DT) N35°48.13' W88°52.50'

421 B S4 FUEL 100LL NOTAM FILE MKL

RWY 04-22: H4003X75 (ASPH) S-16, D-26 MIRL 0.4% up NE

RWY 04: REIL. PAPI(P2L). Trees.

RWY 22: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Agricultural acft ops on and invof arpt. Rwy 04-22 15-30' trees west of rwy violate transition slope. Twy lgts very low ints. Rwy 04-22 lgts OTS-preset at step 1.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

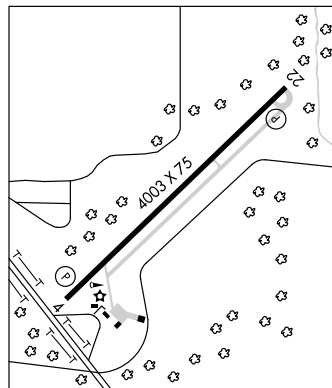
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'

W89°19.06' 118° 25.2 NM to fld. 380/03E. HIWAS.

MEMPHIS

L-16H

IAP



**HUMPHREYS CO** (See WAVERLY)

**HUNTINGDON** N36°05.31' W88°28.01' NOTAM FILE MKL.

NDB (MHW) 217 HZD at Carrol Co.

ST LOUIS

L-16I

## HUNTINGDON

**CARROLL CO** (HZD) 4 NW UTC-6(-5) N36°05.36' W88°27.80'

497 B S4 FUEL 100LL, JET A NOTAM FILE MKL Not insp.

RWY 01-19: H5507X100 (ASPH) S-25, D-37 MIRL

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†. For svc after hrs call 731-352-7278. MIRL Rwy 01-19 preset med ints, to increase ints and ACTIVATE REIL Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.275 (731) 352-2854.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 134.65.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 348° 29.8 NM to fld. 630/02E.

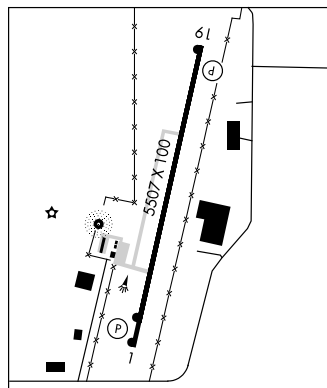
HUNTINGDON NDB (MHW) 217 HZD N36°05.31' W88°28.01'

at fld.

ST LOUIS

H-6J, L-16I

IAP



**HURRICANE** N35°59.04' W85°48.49' NOTAM FILE BNA.

NDB (MHW) 256 SKN at Smithville Muni.

ATLANTA

L-25A

**JACKSBORO** N36°20.27' W84°09.66' NOTAM FILE BNA.

NDB (MHW) 204 JAU at Campbell Co. Unmonitored exc Mon-Sat. 1900-0300Z†. SHUTDOWN.

CINCINNATI

L-25C



VORTAC DYR <b>116.8</b> Chan <b>115</b>	APP CRS <b>118°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>421</b>
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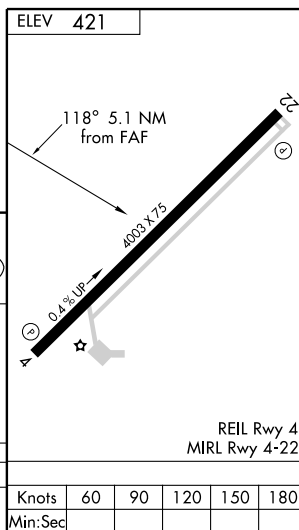
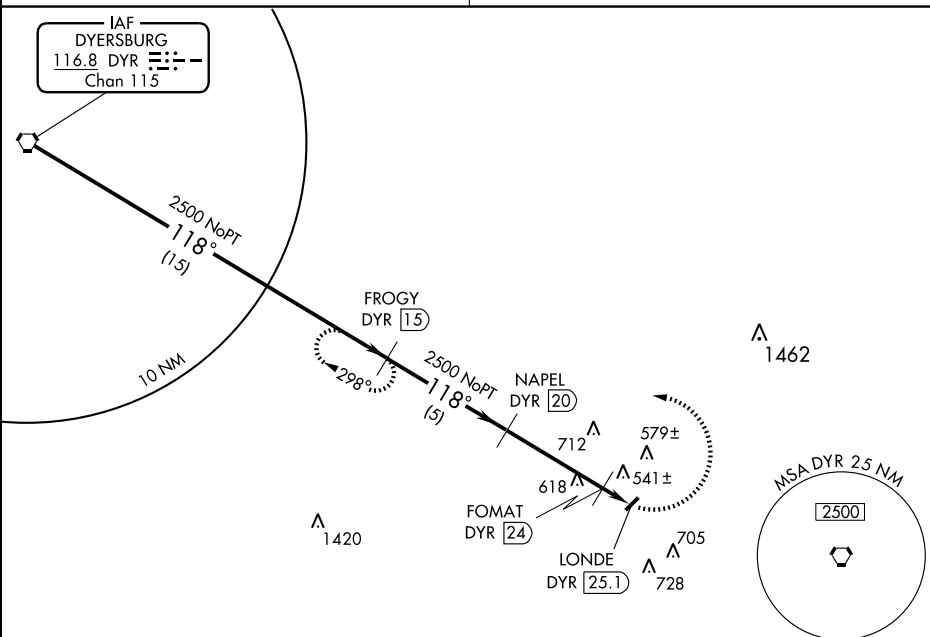
**VOR/DME-A**  
HUMBOLDT MUNI (M53)

**V**  
**NA** Use Jackson altimeter setting.

MISSED APPROACH: Climbing left turn to 2500  
via DYR R-118 to FROGY 15 DME and hold.

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**122.8** (CTAF)



CATEGORY	<div> <div>VORTAC</div> <div>FROGY DYR 15</div> <div>NAPEL DYR 20</div> <div>FOMAT DYR 24</div> <div>LONDE DYR 25.1</div> </div>				Knots	60	90	120	150	180
	A	B	C	D						
CIRCLING	900-1 479 (500-1)	920-1¼ 499 (500-1¼)	920-1½ 499 (500-1½)	1060-2 639 (700-2)						

**HOLSTON MOUNTAIN** N36°26.22' W82°07.77' NOTAM FILE BNA.

(L) VORTAC 114.6 HNV Chan 93 284° 13.6 NM to Tri-Cities Rgnl TN/VA. 4321/04W.

RCO 122.1R 114.6T (NASHVILLE RADIO)

CINCINNATI

H-9B, 12H, L-25C

**HOUSTON CO** (See McKINNON)

**HUCHN** N35°59.28' W85°35.17' NOTAM FILE BNA.

NDB (MHW) 233 HEM 036° 4.9 NM to Upper Cumberland Rgnl. NDB unmonitored 0100-1300Z†.

ATLANTA

L-25A

**HUMBOLDT MUNI** (M53) 3 SE UTC-6(-5DT) N35°48.13' W88°52.50'

421 B S4 FUEL 100LL NOTAM FILE MKL

RWY 04-22: H4003X75 (ASPH) S-16, D-26 MIRL 0.4% up NE

RWY 04: REIL. PAPI(P2L). Trees.

RWY 22: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Agricultural acft ops on and invof arpt. Rwy 04-22 15-30' trees west of rwy violate transition slope. Twy lgts very low ints. Rwy 04-22 lgts OTS-preset at step 1.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

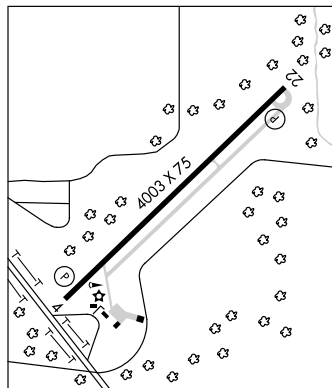
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'

W89°19.06' 118° 25.2 NM to fld. 380/03E. HIWAS.

MEMPHIS

L-16H

IAP



**HUMPHREYS CO** (See WAVERLY)

**HUNTINGDON** N36°05.31' W88°28.01' NOTAM FILE MKL.

NDB (MHW) 217 HZD at Carrol Co.

ST LOUIS

L-16I

## HUNTINGDON

**CARROLL CO** (HZD) 4 NW UTC-6(-5) N36°05.36' W88°27.80'

497 B S4 FUEL 100LL, JET A NOTAM FILE MKL Not insp.

RWY 01-19: H5507X100 (ASPH) S-25, D-37 MIRL

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†. For svc after hrs call 731-352-7278. MIRL Rwy 01-19 preset med ints, to increase ints and ACTIVATE REIL Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.275 (731) 352-2854.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 134.65.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 348° 29.8 NM to fld. 630/02E.

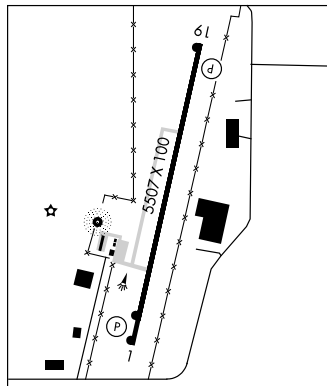
HUNTINGDON NDB (MHW) 217 HZD N36°05.31' W88°28.01'

at fld.

ST LOUIS

H-6J, L-16I

IAP



**HURRICANE** N35°59.04' W85°48.49' NOTAM FILE BNA.

NDB (MHW) 256 SKN at Smithville Muni.

ATLANTA

L-25A

**JACKSBORO** N36°20.27' W84°09.66' NOTAM FILE BNA.

NDB (MHW) 204 JAU at Campbell Co. Unmonitored exc Mon-Sat. 1900-0300Z†. SHUTDOWN.

CINCINNATI

L-25C

NDB HZD  
**217**

APP CRS  
007°

Rwy Idg	<b>5507</b>
TDZE	<b>495</b>
Apt Elev	<b>497</b>

NDB RWY 1

HUNTINGDON/CARROLL COUNTY (HZD)

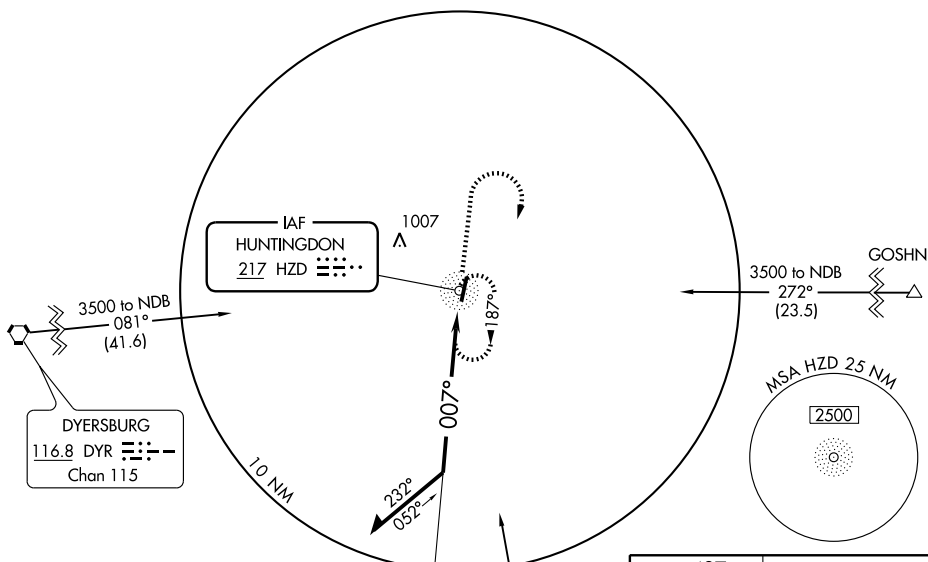


Visibility reduction by helicopters NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all MDA 100 feet; increase S-1 and Circling Cats B/C/D visibilities  $\frac{1}{4}$  mile.


**MISSED APPROACH:** Climb to 1800 then climbing right turn to 2500 direct HZD NDB and hold.

AWOS-3  
133.275

MEMPHIS CENTER  
134.65 316.15

UNICOM  
122.8 (CTAF) **L**

1462  
A

JACKS CREEK  
109.4 JKS   
Chan 31

ELEV 497

MIRL Rwy 1-19L

REIL Rwys 1 and 19 L

Remain  
within 10 NM

NDE

1800

250

HZA

2500

1

CATEGORY

A

B

C

1

S-1

1180-1 685 (700-1)

1180-2

1180-2¼

CIRCLING

1180-1 683 (700-1)

1180-2

1180-2¼

007° —  
to NDB

TDZE  
495

HUNTINGDON, TENNESSEE

Amdt 2 23SEP10

HUNTINGDON/CARROLL COUNTY (HZD)

36°05'N - 88°28'W

NDB RWY 1

SE-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>99419</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev	<b>5507</b> <b>495</b> <b>497</b>
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## RNAV (GPS) RWY 1

HUNTINGDON/CARROLL COUNTY (HZD)



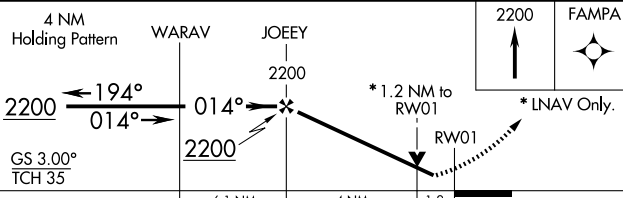
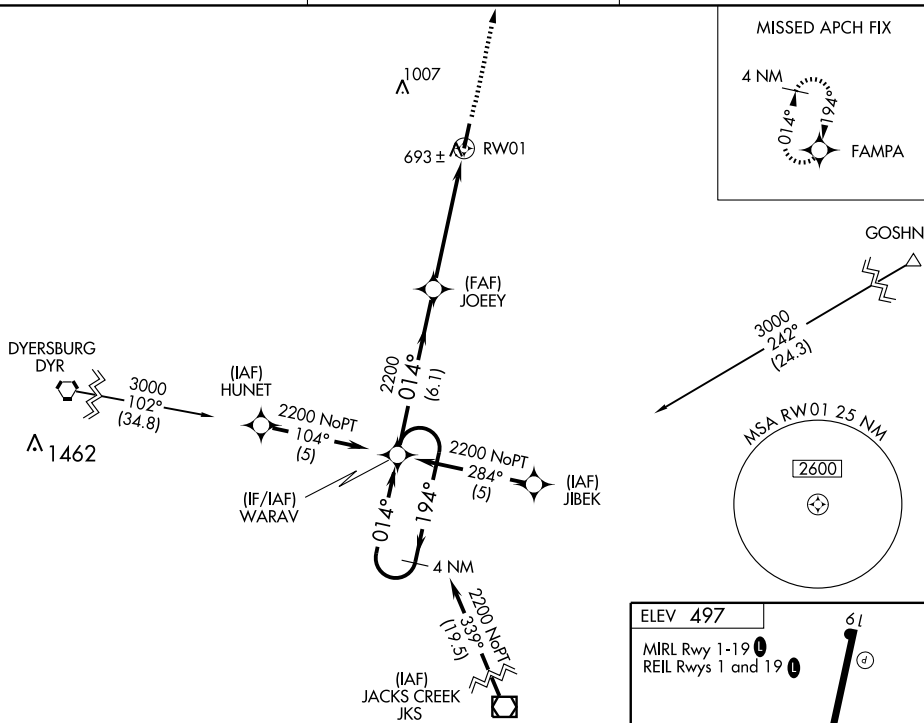
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Mc Kellar-Sipes Rgnl altimeter setting.

MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

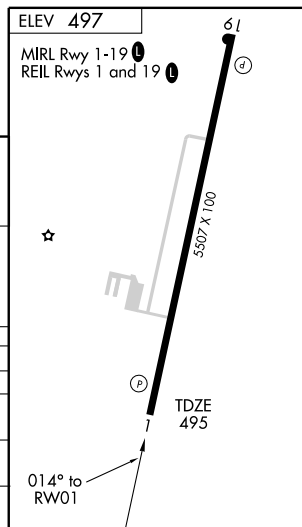
AWOS-3  
**133.275**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	765-1	270 (300-1)		
LNAV/VNAV DA	909-1½	414 (500-1½)		
LNAV MDA	900-1	405 (500-1)	900-1¼	405 (500-1¼)
CIRCLING	980-1	483 (500-1)	980-1½	1060-2
			483 (500-1½)	563 (600-2)



APP CRS  
**194°**

Rwy Idg **5507**  
TDZE **497**  
Apt Elev **497**

# RNAV (GPS) RWY 19

HUNTINGDON/CARROLL COUNTY (HZD)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ mile, and Cat D ½ mile.

MISSED APPROACH:  
Climb to 2200 direct  
WARAV and hold.

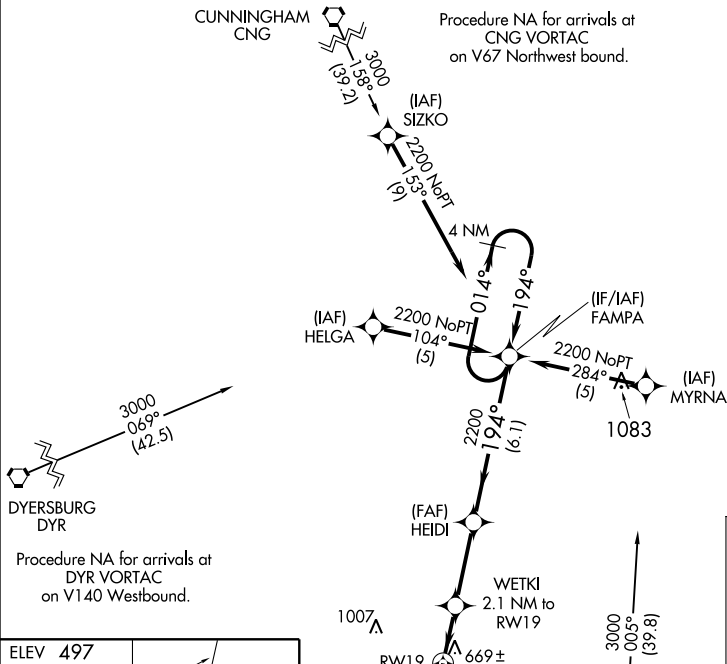
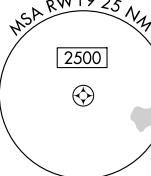
AWOS-3  
**133.275**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**122.8 (CTAF) 0**

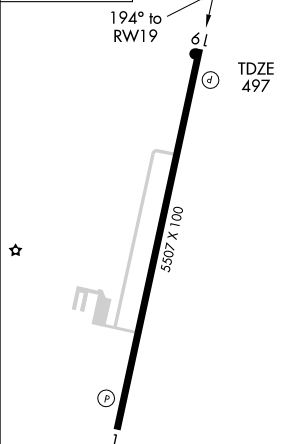
CUNNINGHAM  
CNG

Procedure NA for arrivals at  
CNG VORTAC  
on V67 Northwest bound.



Procedure NA for arrivals at  
DYR VORTAC  
on V140 Westbound.

ELEV 497



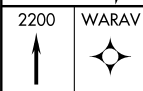
MIRL Rwy 1-19  
REIL Rws 1 and 19

MISSED APCH FIX

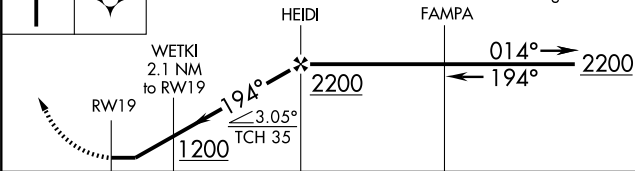


JACKS CREEK  
JKS

Procedure NA for arrivals at  
JKS VOR/DME  
on V94 Southwest bound.



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	920-1	423 (500-1)	920-1 ¼	423 (500-1 ¼)
CIRCLING	980-1	483 (500-1)	980-1 ½	1060-2
			483 (500-1 ½)	563 (600-2)

# JACKSBORO

## CAMPBELL CO

(JAU) 1 E UTC-5(-4DT) N36°20.05' W84°09.78'

1180 B FUEL 100LL NOTAM FILE BNA

RWY 05-23: H4000X75 (ASPH) S-25 MIRL 1.2% up NE

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Parachute Jumping.

WEATHER DATA SOURCES: AWOS-3 124.975 (423) 566-6474.

COMMUNICATIONS: CTAF/UNICOM 122.8

ATLANTA CENTER APP/DEP CON 133.6

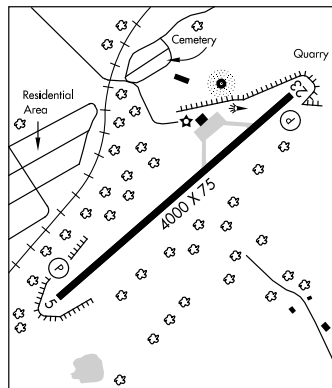
RADIO AIDS TO NAVIGATION: NOTAM FILE TYS.

VOLUNTEER (H) VORTAC 116.4 VVX Chan 111 N35°54.29'

W83°53.68' 336° 28.8 NM to fld. 1290/03W. HIWAS.

JACKSBORO NDB (MHW) 204 JAU N36°20.27' W84°09.66'

at fld. NOTAM FILE BNA. SHUTDOWN.



CINCINNATI

L-25B

IAP

## JACKS CREEK

N35°35.94' W88°21.53' NOTAM FILE MKL.

(L) VOR/DME 109.4 JKS Chan 31 065° 8.7 NM to Beech River Rgnl. 630/02E.

RCO 122.1R 109.4T (JACKSON RADIO)

MEMPHIS

L-16I

## JACKSON

N35°36.08' W88°54.91'

RCO 122.2 122.65 127.15 (JACKSON RADIO)

MEMPHIS

H-6J, L-16H

# JACKSON

## Mc KELLAR-SIPES RGNL

(MKL) 4 W UTC-6(-5DT) N35°35.99' W88°54.94'

434 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MKL

RWY 02-20: H6006X150 (ASPH-GRVD) S-55, D-80, 2S-102, 2D-125 HIRL 0.4% up S

RWY 02: MALSR. PAPI(P4L).

RWY 20: REIL. PAPI(P4L). Tree.

RWY 11-29: H3538X100 (ASPH) S-27 MIRL

RWY 11: PAPI(P4L). Tree. RWY 29: PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0330Z†, Sat-Sun

1300-0230Z†. For attendant other hrs call 731-394-1755.

CLOSED to Department of Transportation certificated air carrier

operations 0400-1330Z† except with prior approval from arpt

management. CLOSED to unscheduled air carrier ops with more

than 30 passenger seats except 24 hr PPR call arpt manager

731-423-0995. Air carrier operations involving aircraft with more

than 9 passenger seats are not authorized in excess of 15

minutes before or after scheduled arrival or departure time

without prior coordination with airport manager and confirmation

that aircraft rescue and fire fighting services are available prior to

arrival or departure. PPR for ground access to fld 0330-1200Z†,

call 731-394-1755. Rwy 02-20 grooved 55' each side of

centerline. Rwy 02 PAPI not coincidental with I-MLK Glideslope

path. When twr closed ACTIVATE HIRL Rwy 02-20, MIRL Rwy

11-29 and MALSR Rwy 02-CTAF.

WEATHER DATA SOURCES: ASOS 119.325 (731) 424-0692.

COMMUNICATIONS: CTAF 127.15 UNICOM 122.95

JACKSON RCO 122.2 122.65 127.15 (JACKSON RADIO)

® MEMPHIS CENTER APP/DEP CON 134.65

JACKSON TOWER 127.15 (1300-0100Z†) GND CON 120.9

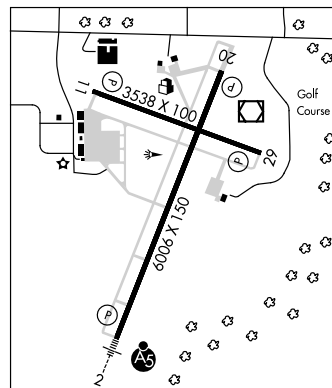
AIRSPACE: CLASS D svc 1300-0100Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

(T) VORW/DME 112.0 MKL Chan 57 N35°36.21' W88°54.63' at fld. 410/01W.

MERSY NDB (LOM) 394 MK N35°30.95' W88°57.42' 023° 5.4 NM to fld.

ILS 109.1 I-MKL Rwy 02. Class IE. LOM MERSY NDB.



MEMPHIS

H-6J, L-16H

IAP, AD

APP CRS <b>242°</b>	Rwy ldg <b>4000</b>
	TDZE <b>1180</b>
	Apt Elev <b>1180</b>

**RNAV (GPS) RWY 23**

JACKSBORO/CAMPBELL COUNTY (JAU)

**▼**  
**▲** NA

DME/DME RNP-0.3 NA. Circling NA at night.  
VDP NA when using McGhee-Tyson altimeter setting.  
If local altimeter setting not received, use McGhee-Tyson  
altimeter setting and increase all MDAs 120 feet.  
Circling NA Northwest of Rwy 5 and 23.

**MISSED APPROACH:** Climbing left turn to  
4500 direct CIFTO and hold, continue  
climb-in-hold to 4500.

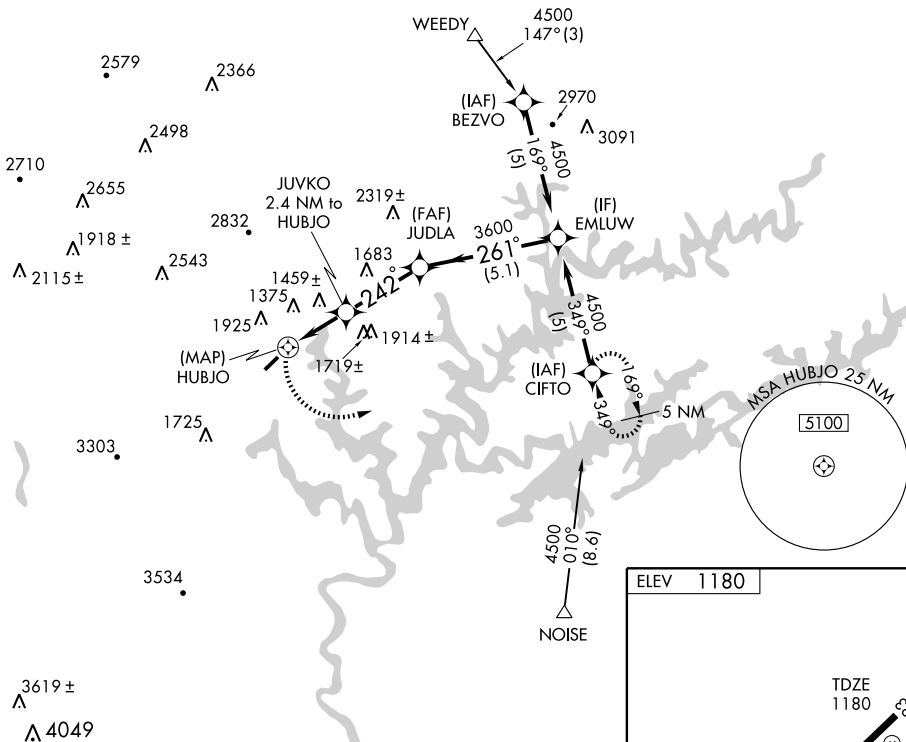
AWOS-3  
**124.975**

ATLANTA CENTER  
**133.6 254.3**

GCO  
**121.725**

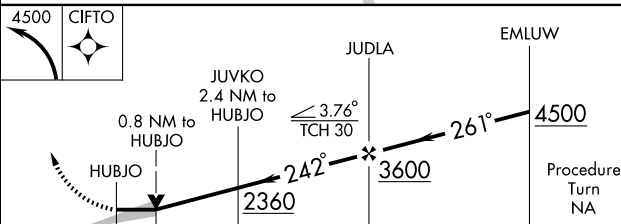
UNICOM  
**122.8 (CTAF)**

• 3210



ELEV 1180

TDZE  
1180



CATEGORY	A	B	C	D
LNAV MDA	1720-1	540 (600-1)	NA	
CIRCLING	1800-1 620 (700-1)	1840-1 660 (700-1)	NA	

MIRL Rwy 5-23  
REIL Rwy 5 and 23

## AIRPORT DIAGRAM

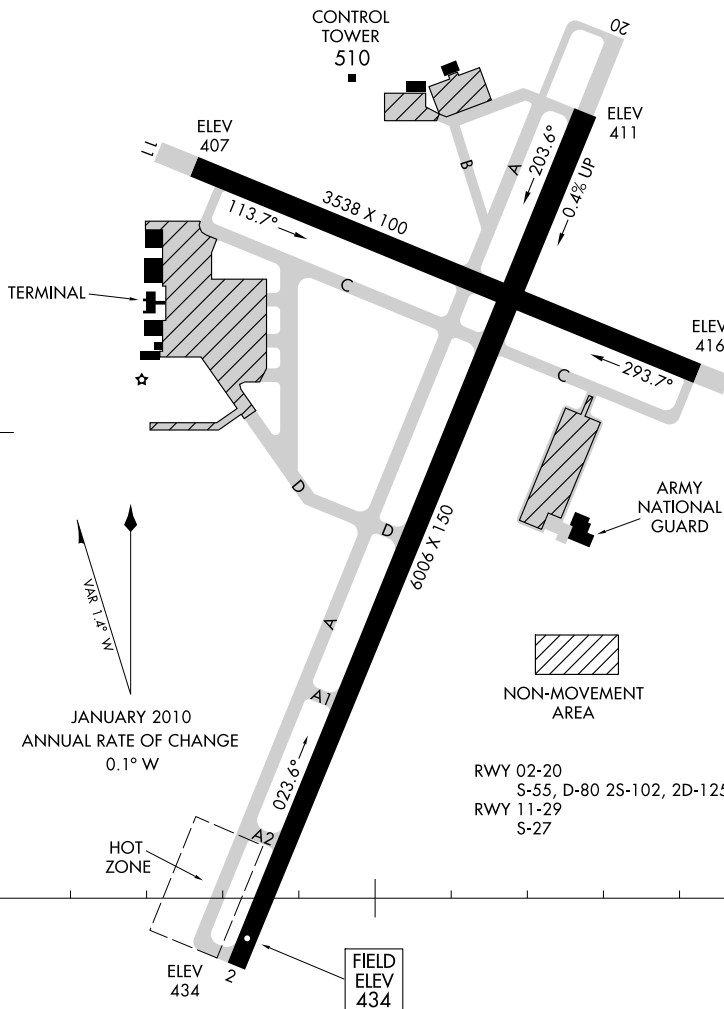
AL-5062 (FAA)

JACKSON/McKELLAR-SIPES RGNL (MKL.)

JACKSON, TENNESSEE

JACKSON TOWER★  
127.15 249.95  
GND CON  
120.9

35° 36.5' N



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

HOT  
ZONE

FIELD  
ELEV  
434

RWY 02-20  
S-55, D-80 25-102, 2D-125  
RWY 11-29  
S-27

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 21 OCT 2010 to 18 NOV 2010

35° 35.5' N

88° 55.5' W

88° 54.5' W

## AIRPORT DIAGRAM



**JACKSBORO****CAMPBELL CO** (JAU) 1 E UTC-5(-4DT) N36°20.05' W84°09.78'

1180 B FUEL 100LL NOTAM FILE BNA

RWY 05-23: H4000X75 (ASPH) S-25 MIRL 1.2% up NE

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†. Parachute Jumping.**WEATHER DATA SOURCES:** AWOS-3 124.975 (423) 566-6474.**COMMUNICATIONS:** CTAF/UNICOM 122.8

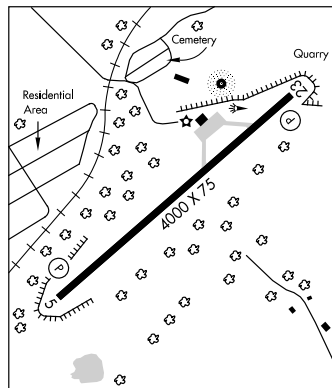
ATLANTA CENTER APP/DEP CON 133.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TYS.**VOLUNTEER (H) VORTAC** 116.4 VVX Chan 111 N35°54.29'

W83°53.68' 336° 28.8 NM to fld. 1290/03W. HIWAS.

**JACKSBORO NDB (MHW)** 204 JAU N36°20.27' W84°09.66'

at fld. NOTAM FILE BNA. SHUTDOWN.



CINCINNATI

L-25B

IAP

**JACKS CREEK** N35°35.94' W88°21.53' NOTAM FILE MKL.

(L) VOR/DME 109.4 JKS Chan 31 065° 8.7 NM to Beech River Rgnl. 630/02E.

RCO 122.1R 109.4T (JACKSON RADIO)

MEMPHIS

L-16I

**JACKSON** N35°36.08' W88°54.91'

RCO 122.2 122.65 127.15 (JACKSON RADIO)

MEMPHIS

H-6J, L-16H

**JACKSON****Mc KELLAR-SIPES RGNL** (MKL) 4 W UTC-6(-5DT) N35°35.99' W88°54.94'

434 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MKL

RWY 02-20: H6006X150 (ASPH-GRVD) S-55, D-80, 2S-102, 2D-125 HIRL 0.4% up S

RWY 02: MALSR. PAPI(P4L).

RWY 20: REIL. PAPI(P4L). Tree.

RWY 11-29: H3538X100 (ASPH) S-27 MIRL

RWY 11: PAPI(P4L). Tree.

RWY 29: PAPI(P4L). Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0330Z†, Sat-Sun

1300-0230Z†. For attendant other hrs call 731-394-1755.

CLOSED to Department of Transportation certificated air carrier operations 0400-1330Z† except with prior approval from arpt management. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 731-423-0995. Air carrier operations involving aircraft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure time without prior coordination with airport manager and confirmation that aircraft rescue and fire fighting services are available prior to arrival or departure. PPR for ground access to fld 0330-1200Z†, call 731-394-1755. Rwy 02-20 grooved 55' each side of centerline. Rwy 02 PAPI not coincidental with I-MLK Glideslope path. When twr closed ACTIVATE HIRL Rwy 02-20, MIRL Rwy 11-29 and MALSR Rwy 02-CTAF.

**WEATHER DATA SOURCES:** ASOS 119.325 (731) 424-0692.**COMMUNICATIONS:** CTAF 127.15 UNICOM 122.95

JACKSON RCO 122.2 122.65 127.15 (JACKSON RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

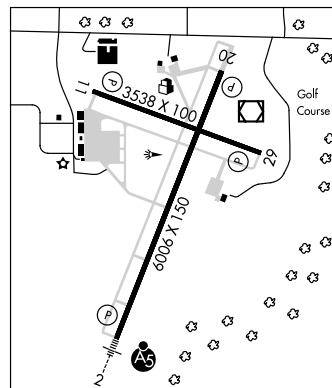
JACKSON TOWER 127.15 (1300-0100Z†) GND CON 120.9

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

(T) VORW/DME 112.0 MKL Chan 57 N35°36.21' W88°54.63' at fld. 410/01W.

MERSY NDB (LOM) 394 MK N35°30.95' W88°57.42' 023° 5.4 NM to fld.

ILS 109.1 I-MKL Rwy 02. Class IE. LOM MERSY NDB.



MEMPHIS

H-6J, L-16H

IAP, AD

LOC I-MKL	APP CRS	Rwy Idg	<b>6006</b>
<b><u>109.1</u></b>	<b>023°</b>	TDZE	<b>434</b>
		Apt Elev	<b>434</b>

ILS or LOC RWY 2

JACKSON/MCKELLAR-SIPES RGNL (MKL)

**ADF REQUIRED.** When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet; all MDA 100 feet, and increase S-LOC 2 Cat. C and D visibility  $\frac{1}{4}$  mile. When using Dyersburg altimeter setting; for inoperative MALSR, increase S-ILS 2 Cat. C visibility to 1 mile.

MALSR

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2200 direct MK LOM and hold.

ASOS  
119.325

MEMPHIS CENTER  
134.65 316.15

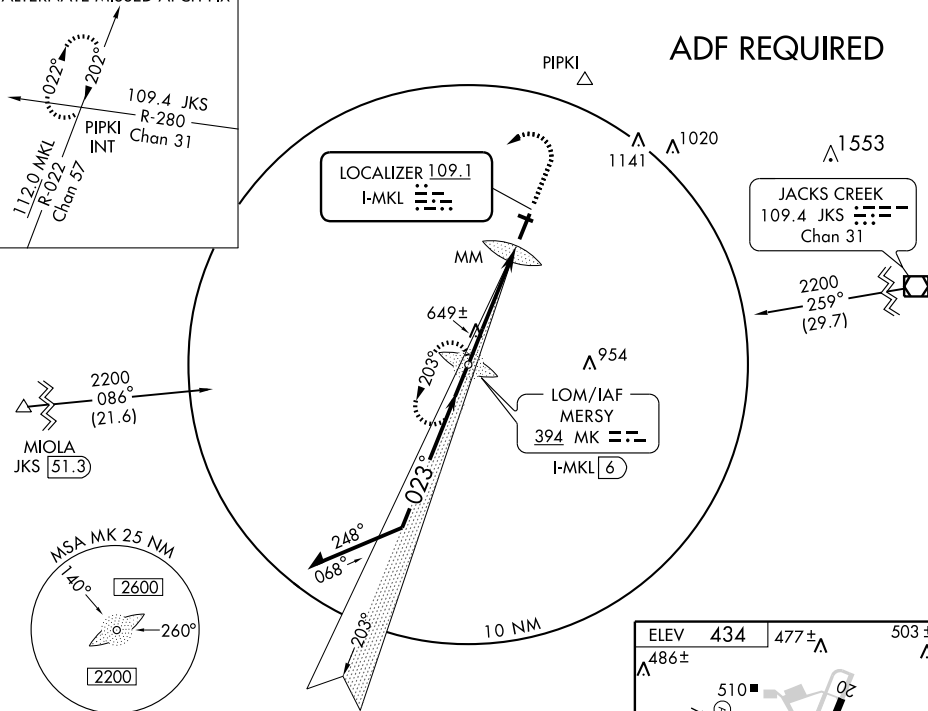
JACKSON TOWER ★  
127.15 (CTAF) **L** 249.95

GND CON  
**120.9**

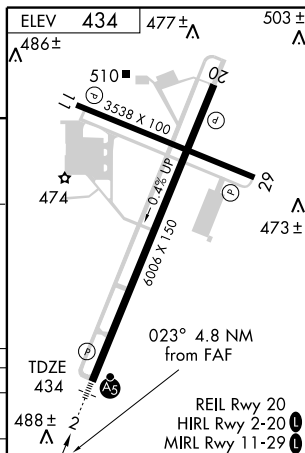
UNICOM  
122.95

ALTERNATE MISSED APCH FIX

## ADF REQUIRED



1000	2200	MK 394
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CATEGORY	A	B	C	D
S-ILS 2	634-1/2 200 (200-1/2)			
S-LOC 2	900-1/2 466 (500-1/2)	900-3/4 466 (500-3/4)	900-1 466 (500-1)	
CIRCLING	900-1 466 (500-1)	900-1 1/2 466 (500-1 1/2)	1000-2 566 (600-2)	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

JACKSON, TENNESSEE

Amdt 8 09183

JACKSON/MCKELLAR-SIPES RGNL (MKL)

35° 36'N-88° 55'W

ILS or LOC RWY 2

SE-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>93511</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Idg <b>6006</b> TDZE <b>434</b> Apt Elev <b>434</b>
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## RNAV (GPS) RWY 2

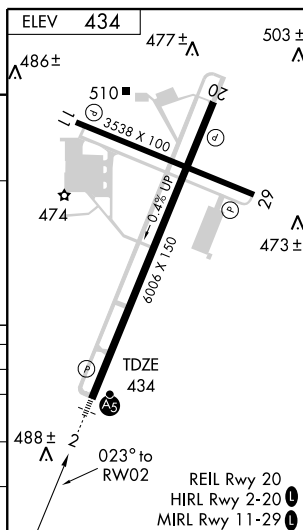
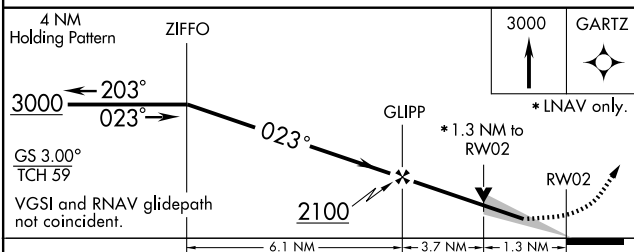
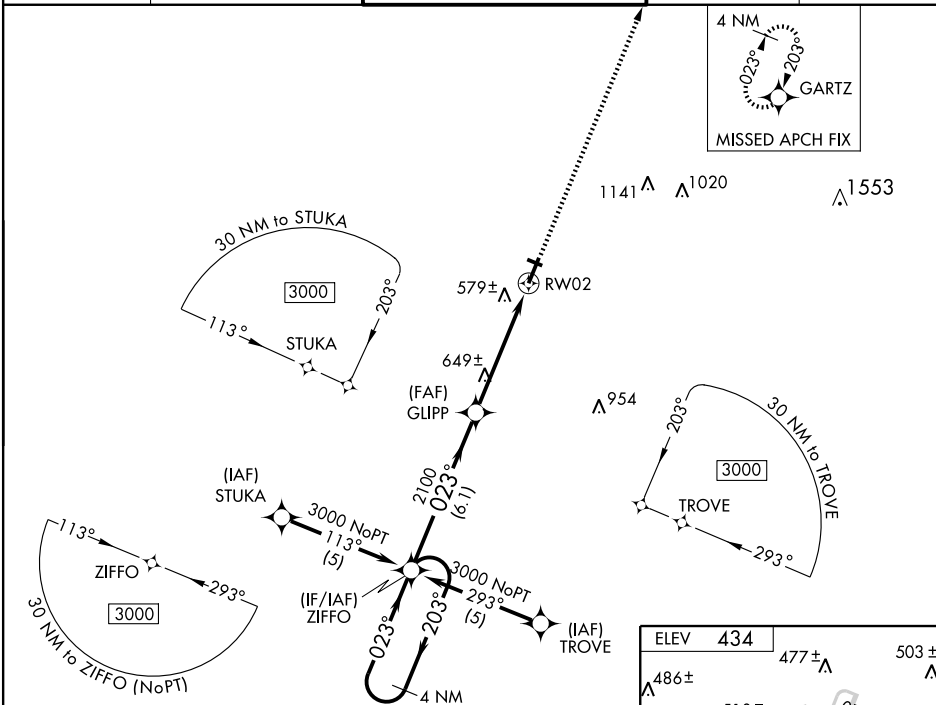
JACKSON/MCKELLAR-SIPES RGNL (MKL)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats. visibility ½ mile, and LNAV Cat. C and D visibility ¼ mile. For inoperative MALSR when using Dyersburg altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting.



**MISSED APPROACH:**  
Climb to 3000 direct GARTZ and hold.

ASOS <b>119.325</b>	MEMPHIS CENTER <b>134.65 316.15</b>	JACKSON TOWER ★ <b>127.15 (CTAF) 0 249.95</b>	GND CON <b>120.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		634-½	200 (200-½)	
LNAV/VNAV DA		887-1	453 (500-1)	
LNAV MDA	900-½ 466 (500-½)	900-¾ 466 (500-¾)	900-1 466 (500-1)	
CIRCLING	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)	

JACKSON, TENNESSEE

Orig 09183

JACKSON/MCKELLAR-SIPES RGNL (MKL)

35° 36'N-88° 55'W

## RNAV (GPS) RWY 2

WAAS CH <b>40312</b> <b>W20A</b>	APP CRS <b>203°</b>	Rwy Idg <b>6006</b> TDZE <b>418</b> Apt Elev <b>434</b>
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## RNAV (GPS) RWY 20

JACKSON/MCKELLAR-SIPES RGNL (MKL)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats. visibility ½ mile. LNAV/VNAV ¼ mile. LNAV Cat. C and D ¼ mile.

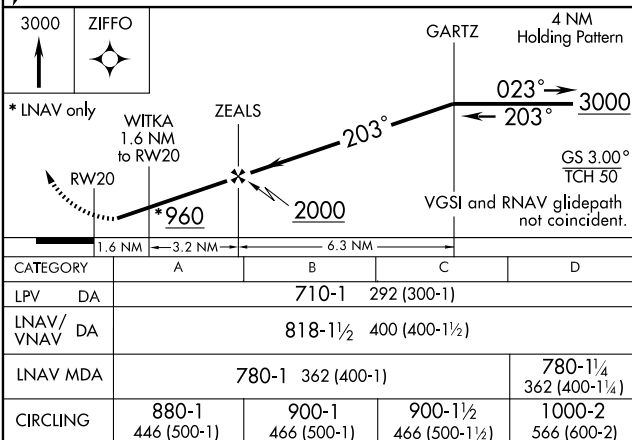
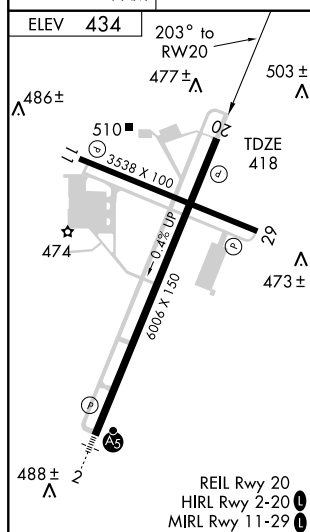
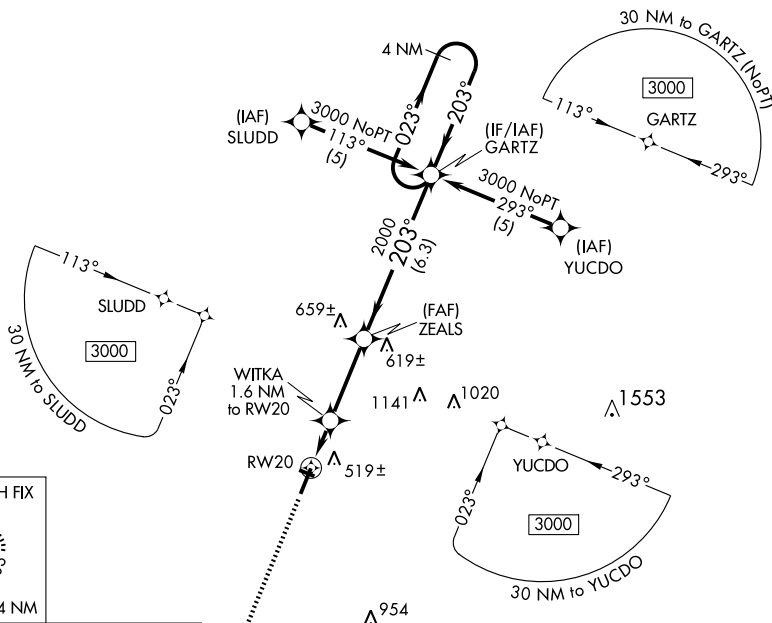
**MISSED APPROACH:**  
Climb to 3000 direct  
ZIFFO and hold.

ASOS  
119.325

MEMPHIS CENTER  
134.65 316.15

JACKSON TOWER ★  
127.15 (CTAF) **Q** 249.95

GND CON  
120.9

UNICOM  
122.95

JACKSON, TENNESSEE

Orig 09183

JACKSON/MCKELLAR-SIPES RGNL (MKL)

35° 36' N-88° 55' W

## RNAV (GPS) RWY 20

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

VOR/DME MKL  
**112.0**  
Chan **57**

APP CRS  
**028°**

Rwy Idg  
TDZE  
Apt Elev **434**

VOR RWY 2

JACKSON/MCKELLAR-SIPES RGNL (MKL)

When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDA 100 feet; increase S-2 Cat. B visibility ¼ mile, and Cat. C and D visibility ½ mile.



MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

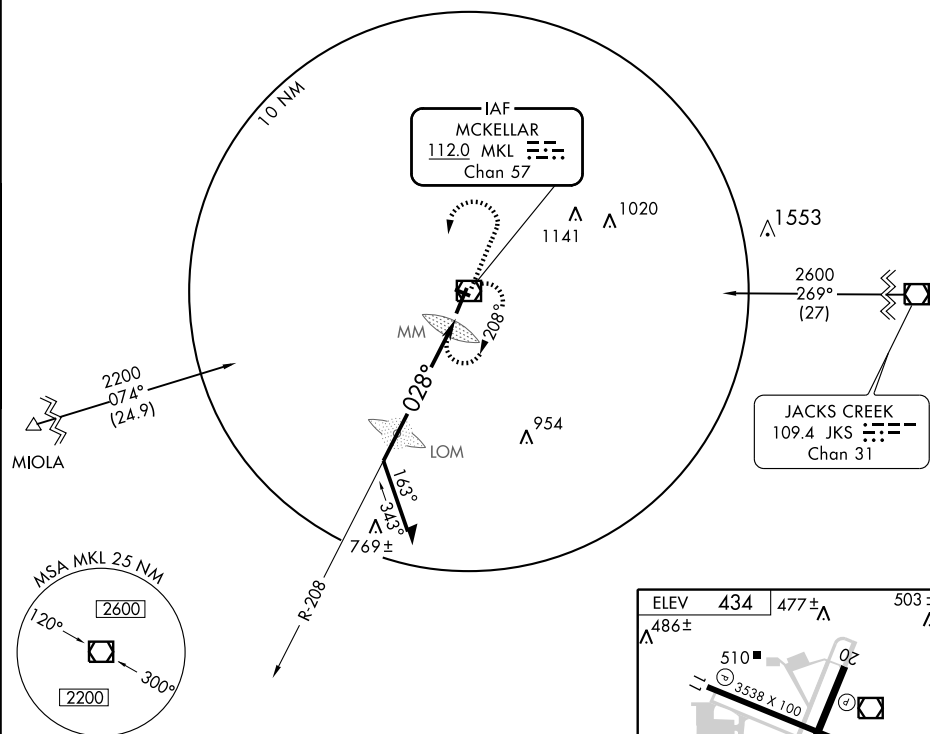
ASOS  
**119.325**

MEMPHIS CENTER  
**134.65 316.15**

JACKSON TOWER ★  
**127.15 (CTAF) 0 249.95**

GND CON  
**120.9**

UNICOM  
**122.95**



Remain  
within 10 NM

VOR/DME

1500

2200

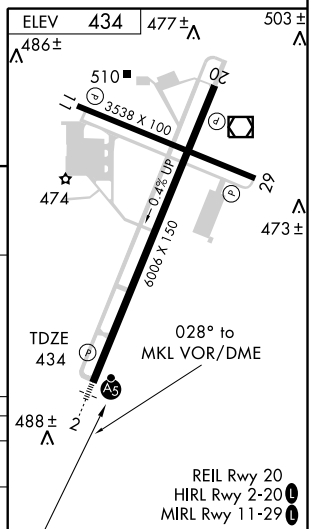
MKL

112.0

2200

208°

028°



JACKSON, TENNESSEE

JACKSON/MCKELLAR-SIPES RGNL (MKL)

Amdt 13 22OCT09

35° 36' N-88° 55' W

VOR RWY 2

SE-1, 21 OCT 2010 to 18 NOV 2010

**JACKSON CO** (See GAINESBORO)**JAMESTOWN MUNI** (2A1) 5 S UTC-6(-5DT) N36°20.98' W84°56.80'

1694 B FUEL 100LL NOTAM FILE BNA

RWY 18-36: H3498X75 (ASPH) S-17, D-22 HIRL 0.5% up N

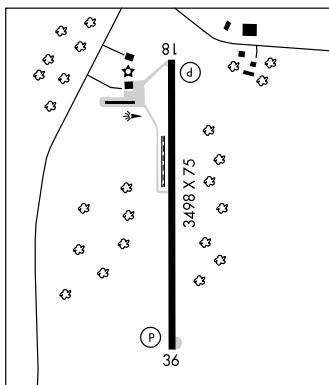
RWY 18: REIL. PAPI(P4L). Tree.

RWY 36: REIL. PAPI(P4L)—GA 4.0° TCH 22'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2200Z†, Sun 1800-2200Z†. Parachute activity in/ov arpt. ACTIVATE HIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.625**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

**LIVINGSTON (L) VORTAC** 108.4 LVT Chan 21 N36°35.07' W85°10.00' 145° 17.6 NM to fld. 1020/02W.



CINCINNATI

L-25A

IAP

**JASPER** N35°03.58' W85°35.04' NOTAM FILE BNA.

NDB (MHW) 382 APT at Marion Co-Brown Fld.

ATLANTA

L-25A

**JASPER****MARION CO-BROWN FLD** (APT) 4 SE UTC-6(-5DT) N35°03.64' W85°35.12'

641 B FUEL 100LL, JET A NOTAM FILE BNA

RWY 04-22: H3500X75(ASPH) S-30 MIRL

RWY 04: REIL. SAVASI(S2L)—GA 3.5° TCH 26'. Tree.

RWY 22: REIL. SAVASI(S2L)—GA 3.5° TCH 22'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1800-2300Z†. CLOSED on federal holidays. Svcs not avbl holidays. Deer on and in/ov arpt. Ultralight activity on and in/ov arpt. PAEW on and in/ov Rwy 04-22. SAVASI Rwy 04 OTS indef. SAVASI Rwy 22 OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**CHATTANOOGA APP/DEP CON** 119.2 (1100-0450Z†)**ATLANTA CENTER APP/DEP CON** 132.05 (0450-1100Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.

**CHOO CHOO (H) VORTAC** 115.8 GQO Chan 105 N34°57.68' W85°09.20' 285° 22.1 NM to fld. 1030/01E. HIWAS.

**JASPER NDB (MHW)** 382 APT N35°03.58' W85°35.04' at fld. NOTAM FILE BNA.



ATLANTA

L-25A

IAP

**JEFFERSON** N36°06.63' W83°28.54' NOTAM FILE BNA.

NDB (MHW) 346 JXT 054° 6.4 NM to Moore-Murrell. NDB unusable byd 15 NM.

CINCINNATI

L-25B

**JOHN A BAKER FLD** (See HOHENWALD)**JOHN C. TUNE** (See NASHVILLE)**JOHNSON CO** (See MOUNTAIN CITY)

VORTAC LVT <b>108.4</b> Chan <b>21</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1694</b>
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# VOR/DME or GPS-A

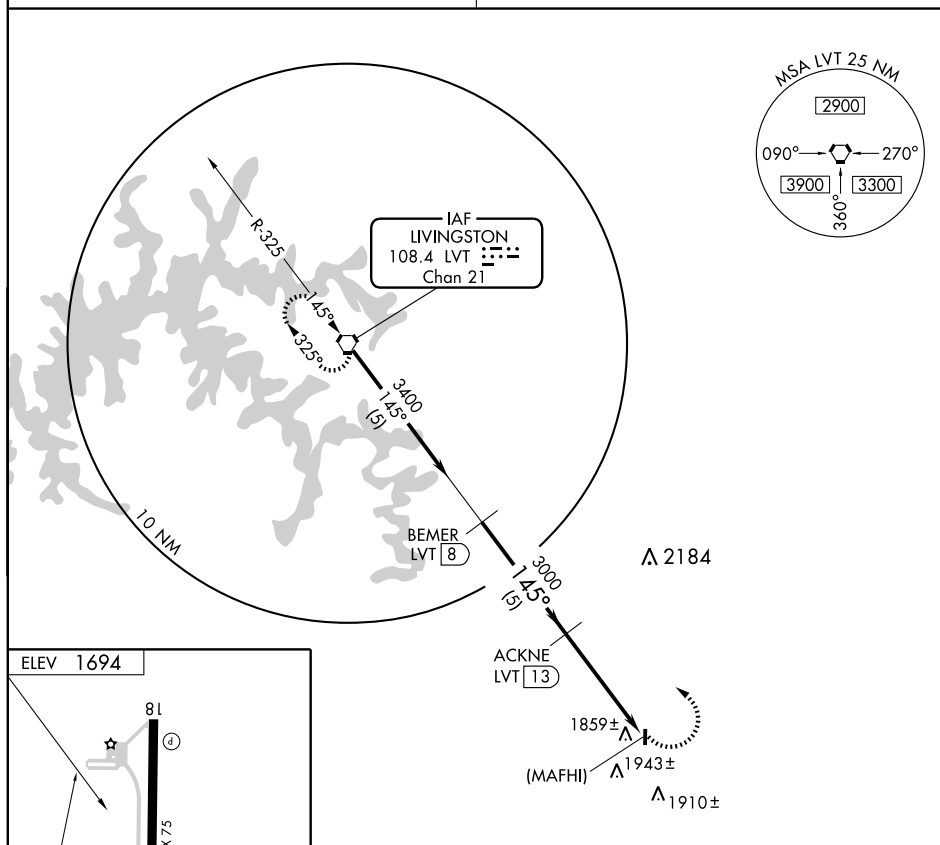
JAMESTOWN MUNI (2A1)

▼ Obtain local altimeter setting on UNICOM 122.8;  
▲ NA when not available, procedure not authorized.

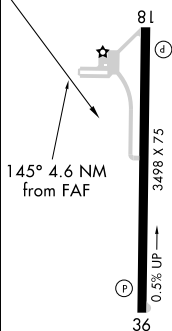
MISSED APPROACH: Climbing left turn to  
4000 direct to LVT VORTAC and hold.

INDIANAPOLIS CENTER  
**124.625 371.925**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1694



HIRL Rwy 18-36 0  
REIL Rwy 18 and 36 0

JAMESTOWN, TENNESSEE

Amdt 1A 10126

36°21'N-84°57'W

JAMESTOWN MUNI (2A1)  
VOR/DME or GPS-A

SE-1, 21 OCT 2010 to 18 NOV 2010

	BEMER LVT 8	ACKNE LVT 13	(MAFHI) LVT 17.6	4000	LVT 108.4
	3400	3000			
Procedure Turn NA	145°				
	5 NM	4.6 NM			
CATEGORY	A	B	C	D	
CIRCLING	2700-1¼ 1006 (1100-1¼)	2700-1½ 1006 (1100-1½)	2700-3 1006 (1100-3)	NA	

**JACKSON CO** (See GAINESBORO)**JAMESTOWN MUNI** (2A1) 5 S UTC-6(-5DT) N36°20.98' W84°56.80'

1694 B FUEL 100LL NOTAM FILE BNA

RWY 18-36: H3498X75 (ASPH) S-17, D-22 HIRL 0.5% up N

RWY 18: REIL. PAPI(P4L). Tree.

RWY 36: REIL. PAPI(P4L)—GA 4.0° TCH 22'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2200Z, Sun 1800-2200Z. Parachute activity in/ov arpt. ACTIVATE HIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.

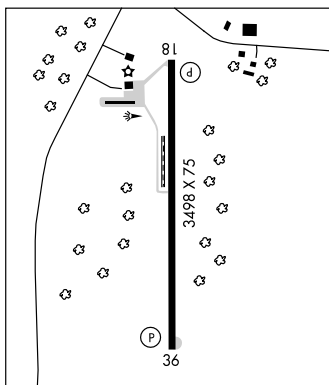
**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.625**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

**LIVINGSTON (L) VORTAC** 108.4 LVT Chan 21 N36°35.07' W85°10.00' 145° 17.6 NM to fld. 1020/02W.

CINCINNATI

L-25A

IAP

**JASPER** N35°03.58' W85°35.04' NOTAM FILE BNA.

NDB (MHW) 382 APT at Marion Co-Brown Fld.

ATLANTA

L-25A

**JASPER****MARION CO-BROWN FLD** (APT) 4 SE UTC-6(-5DT) N35°03.64' W85°35.12'

641 B FUEL 100LL, JET A NOTAM FILE BNA

RWY 04-22: H3500X75(ASPH) S-30 MIRL

RWY 04: REIL. SAVASI(S2L)—GA 3.5° TCH 26'. Tree.

RWY 22: REIL. SAVASI(S2L)—GA 3.5° TCH 22'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z, Sun 1800-2300Z. CLOSED on federal holidays. Svcs not avbl holidays. Deer on and in/ov arpt. Ultralight activity on and in/ov arpt. PAEW on and in/ov Rwy 04-22. SAVASI Rwy 04 OTS indef. SAVASI Rwy 22 OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**CHATTANOOGA APP/DEP CON** 119.2 (1100-0450Z)**ATLANTA CENTER APP/DEP CON** 132.05 (0450-1100Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.

**CHOO CHOO (H) VORTAC** 115.8 GQO Chan 105 N34°57.68' W85°09.20' 285° 22.1 NM to fld. 1030/01E. HIWAS.

**JASPER NDB (MHW)** 382 APT N35°03.58' W85°35.04' at fld. NOTAM FILE BNA.

ATLANTA

L-25A

IAP

**JEFFERSON** N36°06.63' W83°28.54' NOTAM FILE BNA.

NDB (MHW) 346 JXT 054° 6.4 NM to Moore-Murrell. NDB unusable byd 15 NM.

CINCINNATI

L-25B

**JOHN A BAKER FLD** (See HOHENWALD)**JOHN C. TUNE** (See NASHVILLE)**JOHNSON CO** (See MOUNTAIN CITY)



NDB APT	APP CRS	Rwy Idg	<b>3500</b>
<b><u>382</u></b>	<b>047°</b>	TDZE	<b>641</b>
		Apt Elev	<b>641</b>

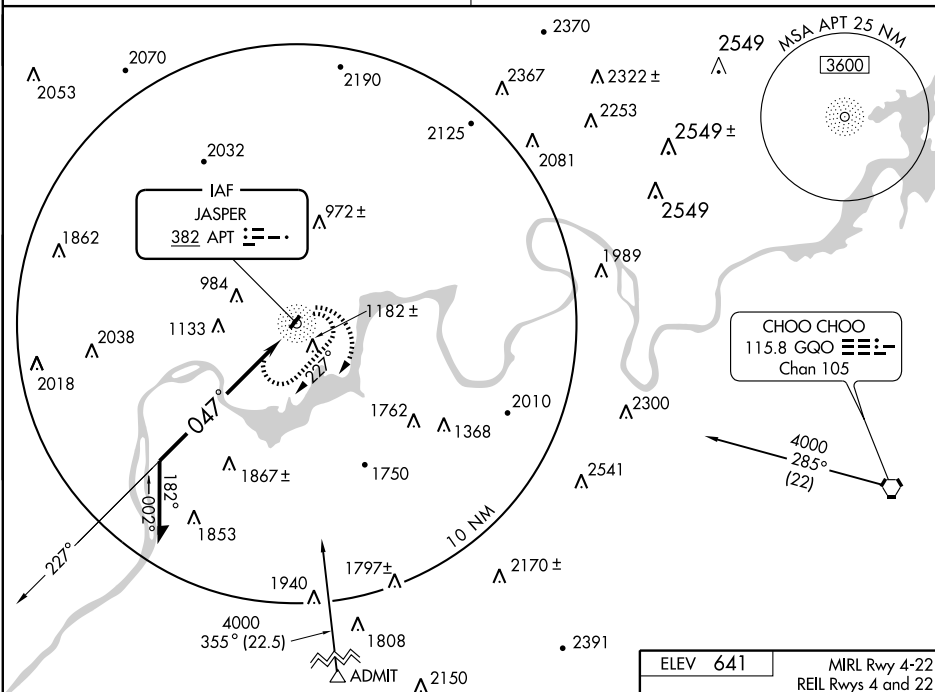
NDB RWY 4  
JASPER/ MARION COUNTY-BROWN FIELD (APT)

**T** Obtain local altimeter setting on CTAF; when not  
**A** NA received, use Chattanooga altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3600 in APT NDB holding pattern.

CHATTANOOGA APP CON ★  
119.2 323,075

UNICOM  
122.8 (CTAF)



Remain  
within 10 NM

3600

ND

360

---

APT



23

TDZ

E

350



Knots

60

90

120

150

180

Min:Sec

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JASPER, TENNESSEE

Amdt 5 07074

JASPER/MARION COUNTY-BROWN FIELD (APT)

35°04'N-85°35'W

NDB RWY 4

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

APP CRS **025°**  
Rwy Idg **3500**  
TDZE **641**  
Apt Elev **641**

# RNAV (GPS) RWY 4

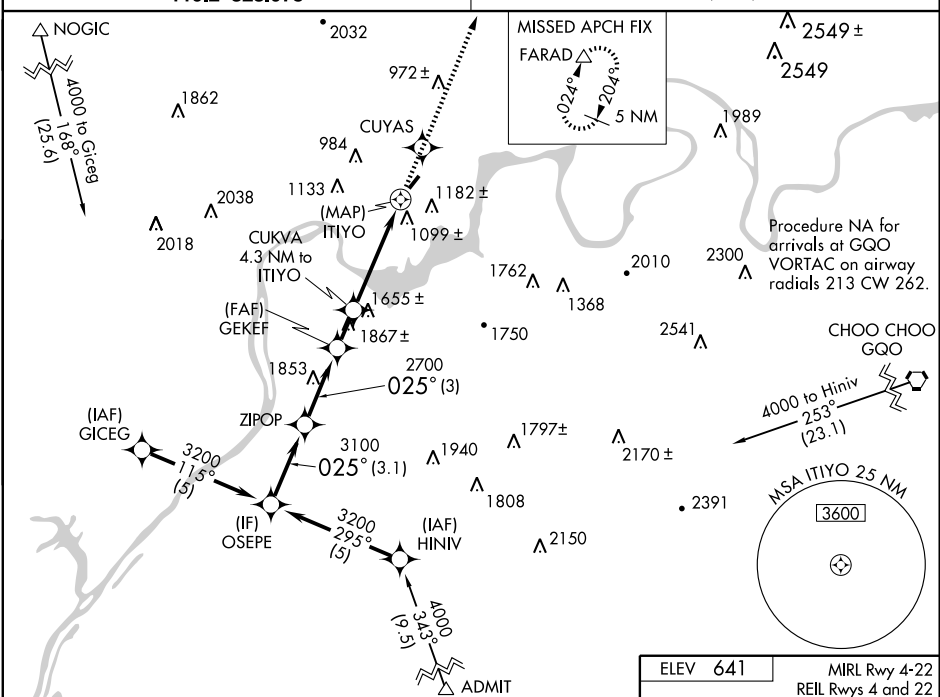
JASPER/ MARION COUNTY-BROWN FIELD (APT)

Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. VDP NA with Chattanooga altimeter setting.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000  
direct CUYAS and via 024° track to  
FARAD and hold.

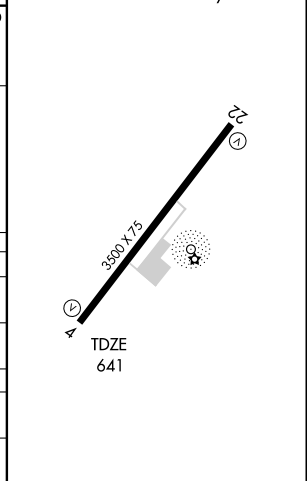
CHATTANOOGA APP CON ★  
**119.2 323.075**

UNICOM  
**122.8 (CTAF)**



Procedure Turn NA	OSEPE	ZIPOP	GEKEF	CUKVA 4.3 NM to ITIYO	1.8 NM to ITIYO	FARAD
	3200	3100	2700	2240	ITIYO	

ELEV **641**  
MIRL Rwy 4-22  
REIL Rws 4 and 22



**JOHNSON CITY** (ØA4) 3 NM UTC-5(-4DT) N36°21.82' W82°18.54'

CINCINNATI  
L-25C

1550 NOTAM FILE BNA

**RWY 04-22:** H3000X50 (ASPH) S-15

**RWY 04:** Thld dsplcd 800'. Trees.

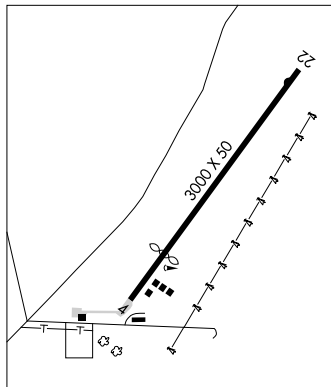
**RWY 22:** Trees.

**AIRPORT REMARKS:** Attended 1400-2200Z±. Mountain ridges E of arpt.  
4390' within 9 mi. Rwy 04-22 pavement badly cracked.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

**HOLSTON MOUNTAIN (L) VORTAC** 114.6 HNV Chan 93 N36°26.22'  
W82°07.77' 247° 9.7 NM to fld. 4321/04W.



**KELSO** N35°08.04' W86°32.52' NOTAM FILE MKL.

ATLANTA  
L-16J

**NDB (MHW)** 358 TNY 195° 4.6 NM to Fayetteville Muni. NDB unmonitored 2300-1400Z±.

## KNOXVILLE

**KNOXVILLE DOWNTOWN ISLAND** (DKX) 3 SE UTC-5(-4DT) N35°57.83' W83°52.42'

ATLANTA  
L-25B  
IAP

833 B S4 **FUEL** 100LL, JET A1 OX 1, 2, 3, 4 NOTAM FILE BNA

**RWY 08-26:** H3499X74 (ASPH) S-22 MIRL

**RWY 08:** REIL. VASI(V2L)—GA 4.0°TCH 35'. Trees.

**RWY 26:** REIL. VASI(V2L)—GA 4.0°TCH 32'.

**AIRPORT REMARKS:** Attended 1200-1400Z±. 100LL avbl 24 hrs on self-svc. Geese on and invof arpt. Req acft departing Rwy 26 avoid turns over neighborhood located approximately 1 NM SW of arpt noise sensitive area. MIRL Rwy 08-26 and twy lgts and REILS Rwy 08 and Rwy 26 are preset on low ints; to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.375 (865) 579-6151.

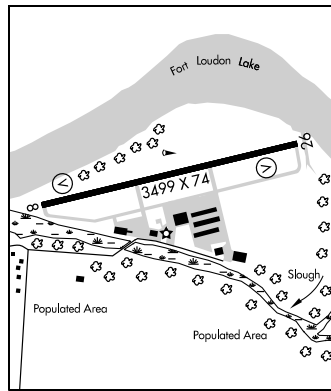
**COMMUNICATIONS:** CTAF 126.6 UNICOM 122.95

® **KNOXVILLE APP/DEP CON** 123.9 CLNC DEL 121.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TYS.

**VOLUNTEER (H) VORTAC** 116.4 VXV Chan 111 N35°54.29'  
W83°53.68' 019° 3.7 NM to fld. 1290/05W. HIWAS.

**ILS** 111.3 I-DKX Rwy 26. (Loc only)



LOC I-DKX <b>111.3</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>3499</b> <b>833</b> <b>833</b>
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**LOC RWY 26**

KNOXVILLE DOWNTOWN ISLAND (DKX)

**ADF or DME REQUIRED.** When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 60 feet and increase WOGEL Fix minimums Cat C and Circling Cats B and C visibility ¼ mile.

**MISSED APPROACH:** Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO INT and hold.

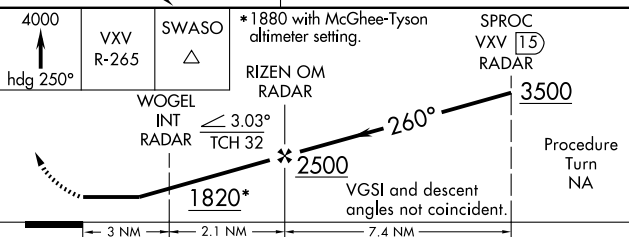
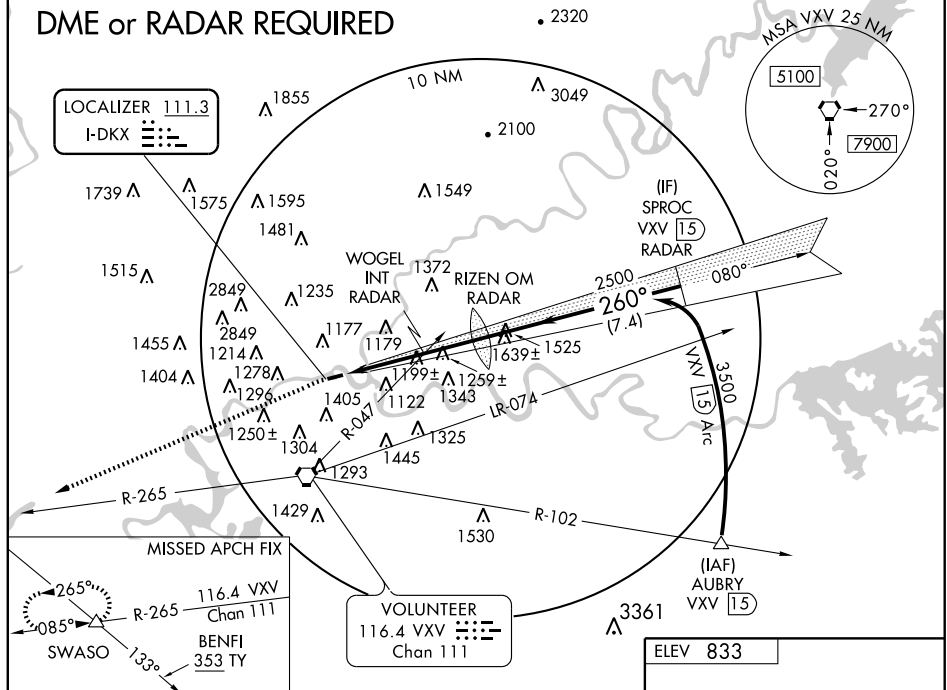
AWOS-3  
**125.375**

KNOXVILLE APP CON  
**123.9 353.6**

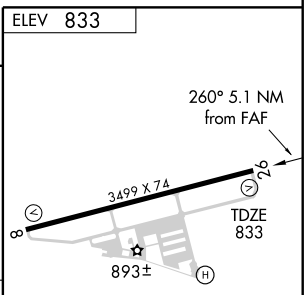
CLNC DEL  
**121.7**

UNICOM  
**122.95**

CTAF  
**126.6**

**DME or RADAR REQUIRED**

CATEGORY	A	B	C	D
S-26	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
CIRCLING	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
WOGEL FIX MINIMUMS				
S-26	1460-1 627 (700-1)	1460-1¾ 627 (700-1¾)	NA	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA



REIL Rwy 8 and 26 1					
MIRL Rwy 8-26 1					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS CH <b>99718</b> <b>W26A</b>	APP CRS <b>260°</b>	Rwy Idg <b>3499</b> TDZE <b>833</b> Apt Elev <b>833</b>
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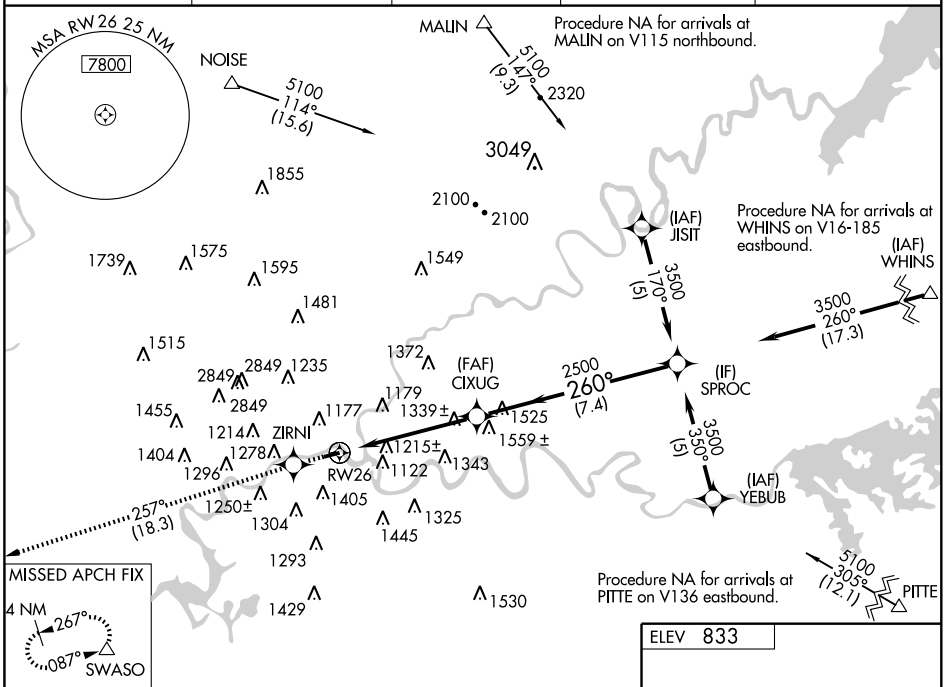
## RNAV (GPS) RWY 26

KNOXVILLE DOWNTOWN ISLAND (DKX)

**A** Baro-VNAV NA when using McGhee-Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all DA 46 feet and all MDA 60 feet; increase LNAV Cat C and Circling Cats B and C visibility ¼ mile. VDP NA with McGhee-Tyson altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct ZIRNI and on track 257° to SWASO and hold.

AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6 
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4000 ZIRNI tr 257° SWASO VGS1 and RNAV glidepath not coincident. Procedure Turn NA

\* LNAV only.

\* 1.7 NM to RW26

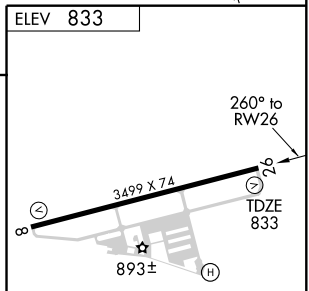
CIXUG 2500 260° 3500

RW26

1.7 NM 3.4 NM 7.4 NM

GS 3.00° TCH 32

CATEGORY	A	B	C	D
LPV DA	1152-1¼ 319 (400-1¼)			NA
LNAV/VNAV DA	1872-4 1039 (1100-4)			NA
LNAV MDA	1600-1 767 (800-1)	1600-1¼ 767 (800-1¼)	1600-2¼ 767 (800-2¼)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-1¾)	NA



REIL Rwys 8 and 26 **L**  
MIRL Rwy 8-26 **L**

KNOXVILLE, TENNESSEE

Orig 23SEP10

KNOXVILLE DOWNTOWN ISLAND (DKX)

35°58'N-83°52'W

## RNAV (GPS) RWY 26

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

VORTAC VXV <b>116.4</b> Chan <b>111</b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>833</b>
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VOR/DME-B

KNOXVILLE DOWNTOWN ISLAND (DKX)

**T** When local altimeter setting not received, use McGhee-Tyson  
**A** altimeter setting and increase all MDAs 60 feet; increase Cat C  
visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 4500 on heading 360° and VVX VORTAC R-022 to MALIN INT/VVX 20 DME and hold.

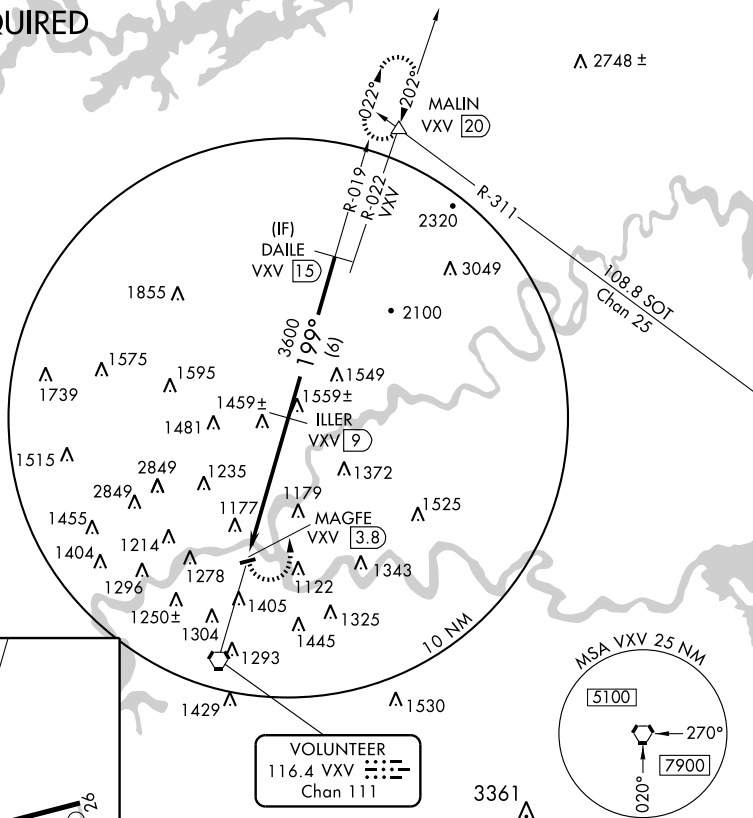
AWOS-3  
**125.375**

KNOXVILLE APP CON  
123.9 353.6

CLNC DEL  
**121,7**

UNICOM  
122.95CTAF  
126.6 L

## RADAR REQUIRED



ELEV 833

199° 5.2 NM  
from FAF



REIL Rwy 8 and 26 **L**  
MIRL Rwy 8-26 **L**

KNOXVILLE DOWNTOWN ISLAND (DKX)

Amdt 7 23SEP10

35°58'N-83°52'W

VOR/DME-B

SE-1. 21 OCT 2010 to 18 NOV 2010

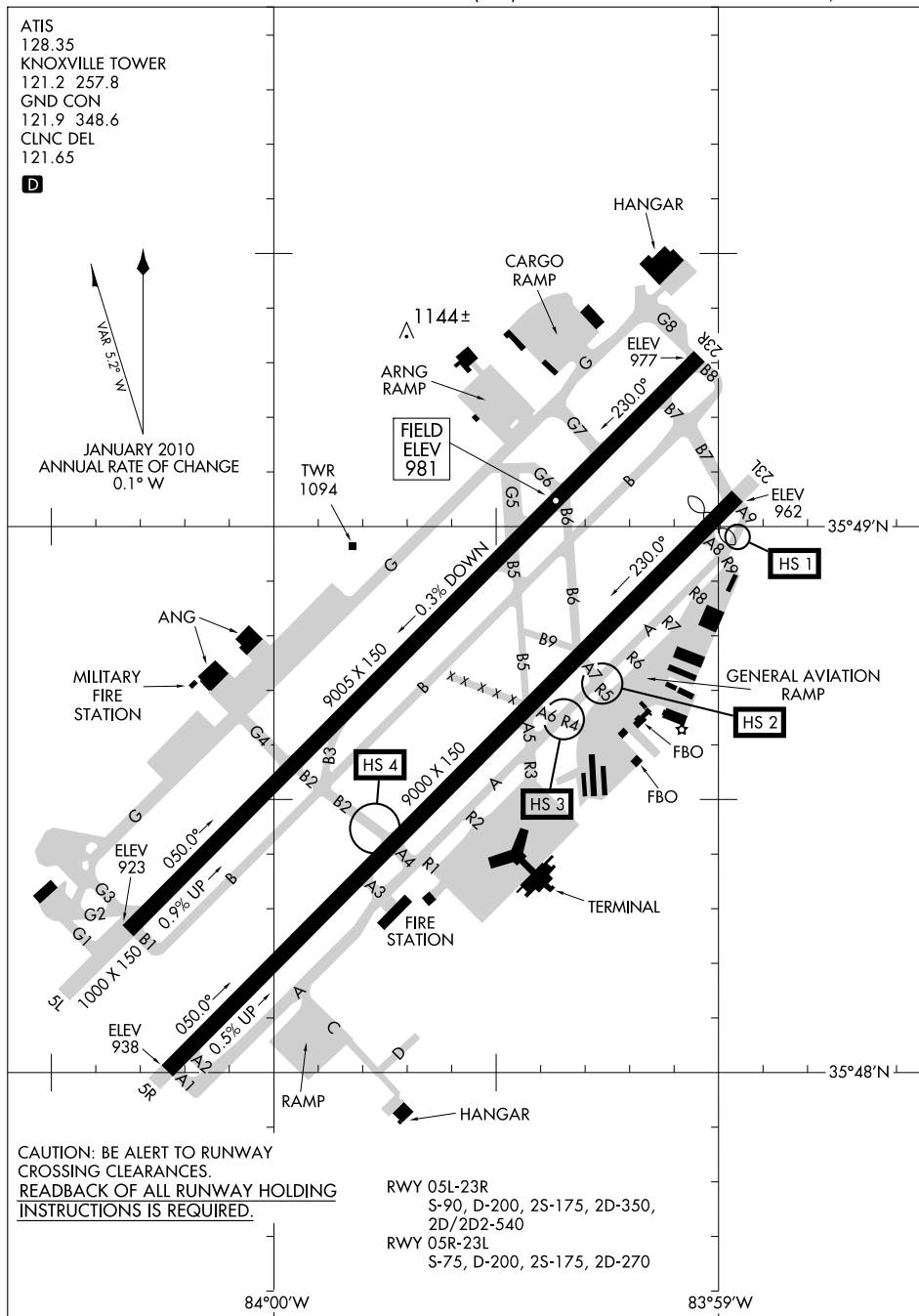
# AIRPORT DIAGRAM

AL-218 (FAA)

KNOXVILLE / MCGHEE-TYSON (TYS)  
KNOXVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



# AIRPORT DIAGRAM

KNOXVILLE, TENNESSEE  
KNOXVILLE / MCGHEE-TYSON (TYS)

**Mc GHEE TYSON** (TYS) 10 S UTC-5(-4DT) N35°48.66' W83°59.64'

981 B S4 FUEL 100LL, JET A, J8 OX 1 LRA Class I, ARFF Index C

NOTAM FILE TYS

**RWY 05L-23R:** H9005X150 (CONC-GRVD) S-90, D-200, 2S-175, 2D-350, 2D/2D2-540 HIRL CL

**RWY 05L:** MALSR. TDZL. VASI(V4L)—GA 2.7°TCH 75'. Tree. 0.9% up.

**RWY 23R:** ALSF2. TDZL. VASI(V4L)—GA 3.0°TCH 56'. Rgt tfc. 0.3% down.

**RWY 05R-23L:** H9000X150 (ASPH-GRVD) S-75, D-200, 2S-175, 2D-270 HIRL CL

**RWY 05R:** TDZL. REIL. PAPI(P4L)—GA 3.0°TCH 43'. Rgt tfc. 0.5% up.

**RWY 23L:** REIL. PAPI(P4L)—GA 3.0°TCH 55'. Thld dspcd 400'. Tree.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 05R:** TORA-9000 TODA-9000 ASDA-8600 LDA-8600

**RWY 23L:** TORA-9000 TODA-9000 ASDA-9000 LDA-8600

**AIRPORT REMARKS:** Attended continuously. CAUTION: Birds on and in/ov arpt, increased Oct-Apr. Hold short line for Rwy 23L located slightly N of Twy A-8. Portion of Twy A near Rwy 5R apch end not visible from twr. Wide-bodied acft use care when turning onto Twy A from ramps 4, 5 and 6. PPR from Air National Guard for civil acft to use Twys G1, G2, G3, G4, and G South of Twy G5. PPR to use Twy G1/Rwy 5L underrun. Contact

865-985-4371. Rwy 23L RVR touchdown. Pilots are requested to delay turns until after 2500' unless otherwise advised to avoid noise sensitive areas. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (865) 981-4053. LLWAS.

**COMMUNICATIONS:** ATIS 128.35 UNICOM 122.95

RCO 122.3 122.2 (NASHVILLE RADIO)

Ⓡ **KNOXVILLE APP/DEP CON** 118.0 (051°-229°) 123.9 (230°-050°) 120.65 132.8

**KNOXVILLE TOWER** 121.2 **GND CON** 121.9 **CLNC DEL** 121.65

**AIRSPACE:** CLASS C svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TYS.

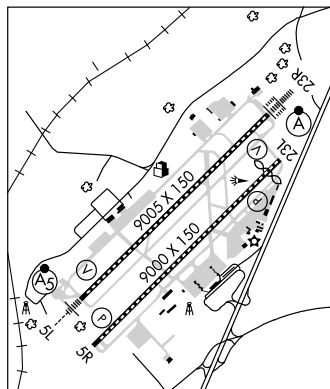
**VOLUNTEER (H) VORTAC** 116.4 VVX Chan 111 N35°54.29' W83°53.68' 224° 7.4 NM to fld. 1290/03W. HIWAS.

**BENFI NDB (LOM)** 353 TY N35°44.53' W84°04.87' 049° 5.9 NM to fld.

**ILS 110.3 I-TYS** Rwy 05L. Class IA. LOM BENFI NDB. BC unusable.

**ILS 111.7 I-BUI** Rwy 23R LOC unusable byd 15 NM blo 3,000' and byd 15° rgt of course.

ASR



**LAFAYETTE MUNI** (3M7) 2 W UTC-6(-5DT) N36°31.20' W86°03.48'

969 B S2 FUEL 100LL, JET A NOTAM FILE BNA

**RWY 01-19:** H5200X75 (ASPH) S-21, D-31 MIRL 0.5% up S

**RWY 01:** REIL. VASI(V2L)—GA 3.5°TCH 24'. Thld dspcd 200'.

**RWY 19:** REIL. VASI(V2L)—GA 3.0°TCH 21'. P-line.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z+. Fuel avbl 24 hrs credit card svc. For attendant after hrs call 931-704-6838/4275 or 931-621-3375.

ACTIVATE VASI Rwy 01 and 19—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **NASHVILLE APP/DEP CON** 118.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWG.

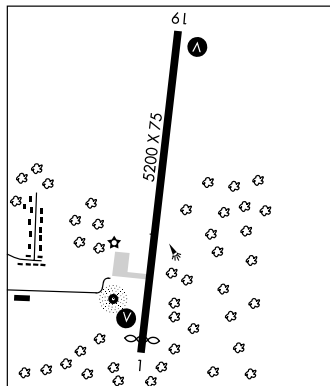
**BOWLING GREEN (H) VORTACW** 117.9 BWG Chan 126 N36°55.73' W86°26.61' 141° 30.7 NM to fld. 565/02E.

**NDB (MHW)** 245 LFB N36°30.91' W86°03.66' at fld. NOTAM FILE BNA.

**ST LOUIS**

H-6K, 9A, L-16J

IAP





LOC I-TYS <b>110.3</b>	APCH CRS <b>048°</b>	Rwy ldg TDZE <b>9008</b> Arpt Elev <b>953</b> <b>981</b>
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JAL-218 [USAF]

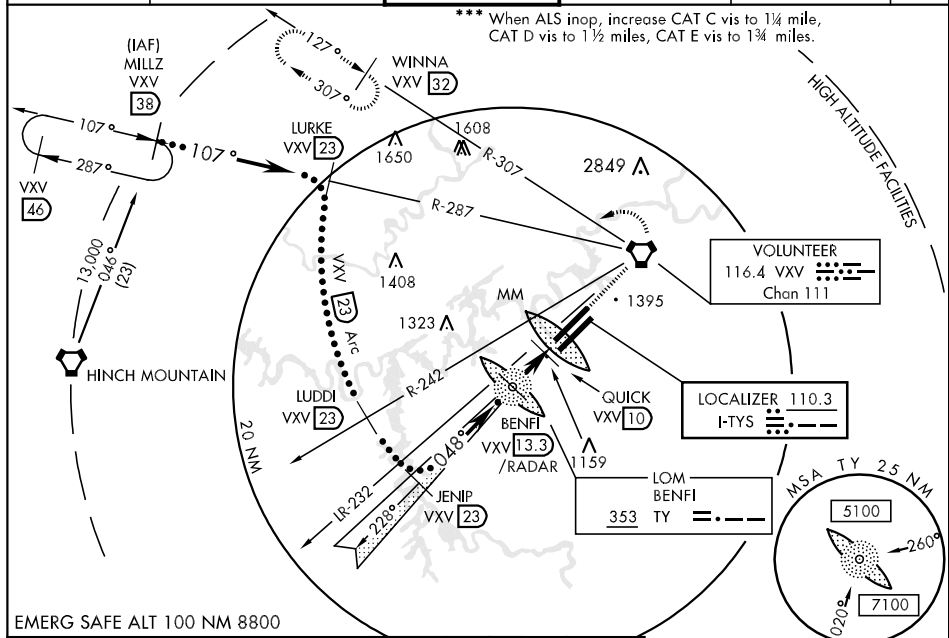
KNOXVILLE/ McGHEE TYSON (KTYS)

▲ \* When ALS inop, increase CAT CDE vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C vis to  $1\frac{1}{4}$  mile,  
 CAT D vis to 2 miles, CAT E vis to  $2\frac{1}{4}$  miles.

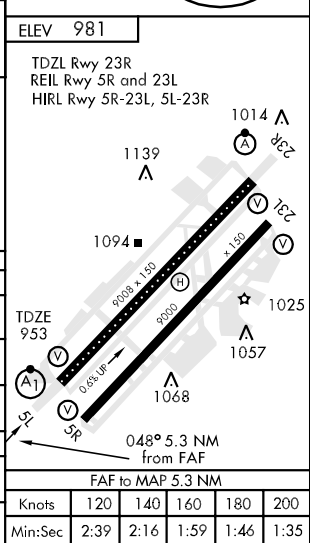
ALSF-1  
 (A1)

MISSED APPROACH: Climb to 6000 direct to VXX VORTAC.  
 At VXX VORTAC, turn left to via VXX R-307 to WINNA INT  
 (VXX R-307/32 DME) and hold.

ATIS ★ <b>128.35</b>	KNOXVILLE APP CON <b>118.0 360.8</b>	KNOXVILLE TOWER <b>121.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	ASR
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	MILLZ R-287 (38)	LURKE R-287 (23)	JENIP R-228 (23)	QUICK (10)	VXX
	13,000	10,000	6000	3000	1580
	GS 3.00°	TCH 57	6000	3000	1580
			2700	1580	1580
			3.4 NM	1.3 NM	0.6
CATEGORY	C	D	E		
S-ILS 5L*	1153/18	200 (200- $\frac{1}{2}$ )	1153/24	200 (200- $\frac{1}{2}$ )	
S-LOC 5L**	1580/60 627 (700- $1\frac{1}{4}$ )	1580-1 $\frac{1}{2}$ 627 (700- $1\frac{1}{2}$ )	1580-1 $\frac{3}{4}$ 627 (700- $1\frac{3}{4}$ )	1900-3 919 (1000-3)	
CIRCLING	1580-1 $\frac{3}{4}$ 599 (600- $1\frac{3}{4}$ )	1620-2 639 (700-2)	1900-3 919 (1000-3)		
QUICK FIX MINIMUMS					
S-LOC 5L***	1420/40 467 (500- $\frac{3}{4}$ )	1420/50 467 (500-1)	1420/60 467 (500- $1\frac{1}{4}$ )		
CIRCLING	1540-1 $\frac{1}{2}$ 559 (600- $1\frac{1}{2}$ )	1620-2 639 (700-2)	1900-3 919 (1000-3)		



HI-ILS or LOC RWY 23R

Rwy Idg	9008
TDZE	981
Arpt Elev	981

KNOXVILLE/ MCGHEE TYSON (KTYS)

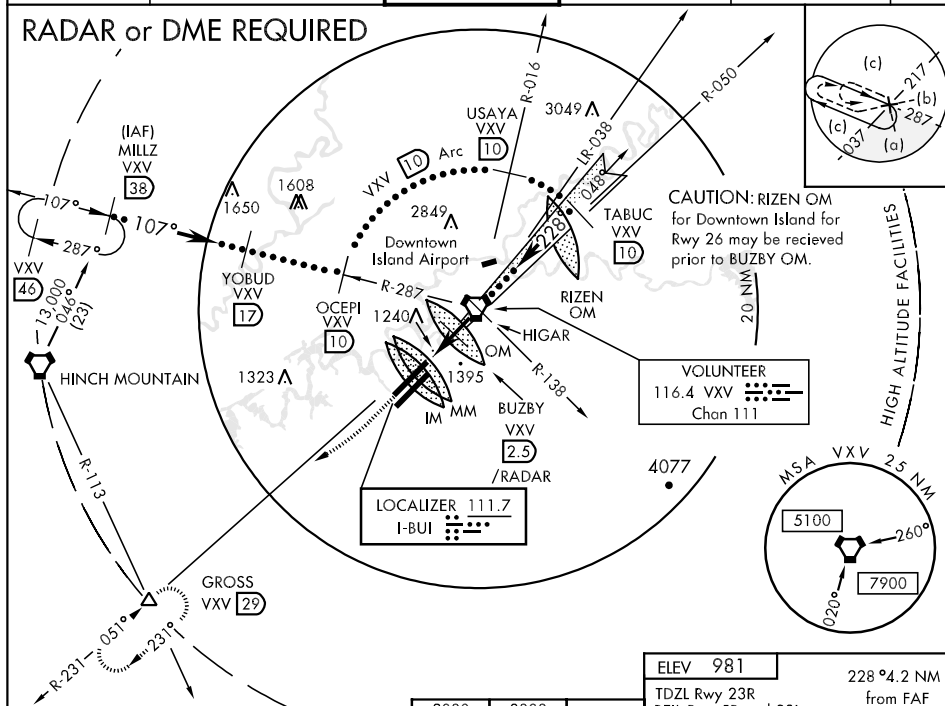
\* When ALS inop, increase vis  $\frac{1}{4}$  mile.  
\*\* When ALS inop, increase vis  $\frac{1}{2}$  mile.



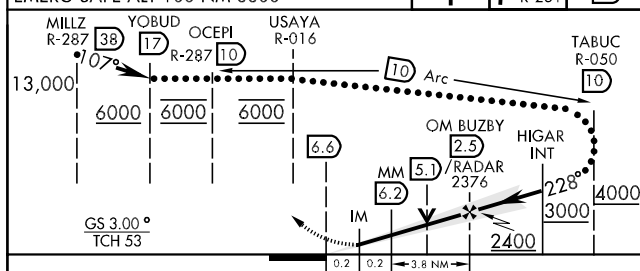
**MISSED APPROACH:** Climb to 2000, then climbing right turn to 3000 via heading 240° to intercept VXX R-231 direct GROSS Int/29 DME and hold.

ASR

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 8800



CATEGORY	C	D	E
S-ILS 23R*	1181/18	200 (200-½)	1181/24 200 (200-½)
S-LOC 23R**	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

KNOXVILLE/ MCGHEE TYSON (KTYS)

HI-ILS or LOC RWY 23R

SE-1, 21 OCT 2010 to 18 NOV 2010

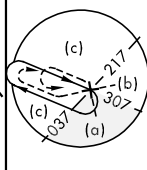
SE-1. 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 5L

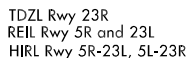
KNOXVILLE/ MCGHEE TYSON (KTYS)

**MISSED APPROACH:** Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.

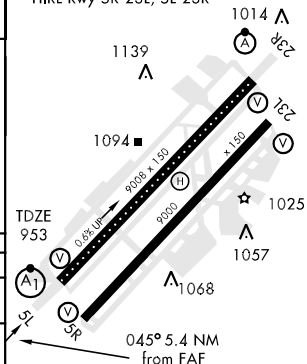
ASR



ELEV 981



TDZL Rwy 23R  
REIL Rwy 5R and 23L  
HIRL Rwy 5R-23L, 5L-23R



CATEGORY	C	D	E
S-5L*	1420/40 467 (500-34)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

KNOXVILLE/ MCGHEE TYSON (KTYS)

HI-VOR/DME or TACAN RWY 5L

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 23R

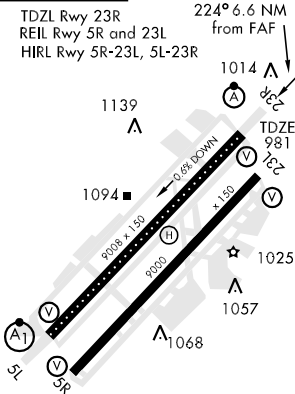
KNOXVILLE/ MCGHEE TYSON (KTYS)

**MISSED APPROACH:** Climb to 3000 on VXX  
VORTAC R-231 to GROSS Int/29 DME and hold.

ASR



FLV 981



KNOXVILLE/ MCGHEE TYSON (KTYS)

HI-VOR/DME or TACAN RWY 23R

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A.
	HS 4	Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

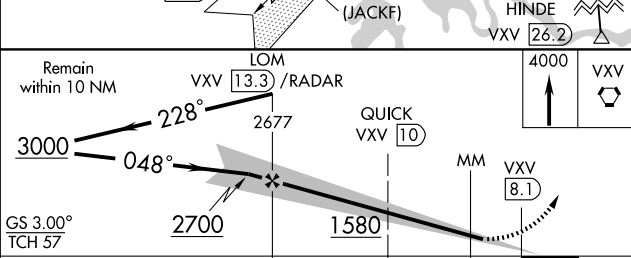
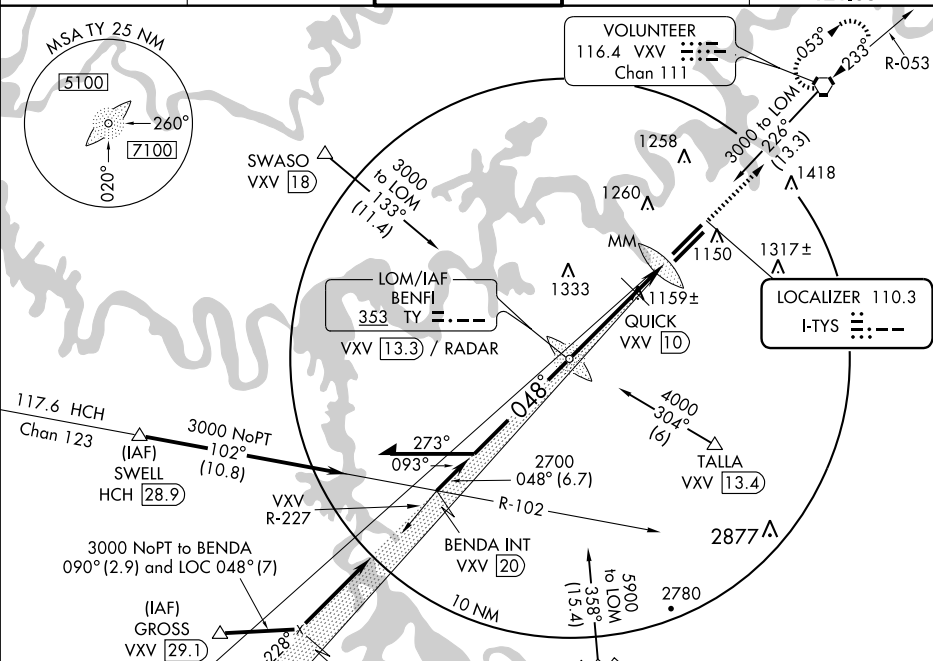
\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-TYS <b>110.3</b>	APP CRS <b>048°</b>	Rwy ldg TDZE Apt Elev	<b>9005</b> <b>953</b> <b>981</b>
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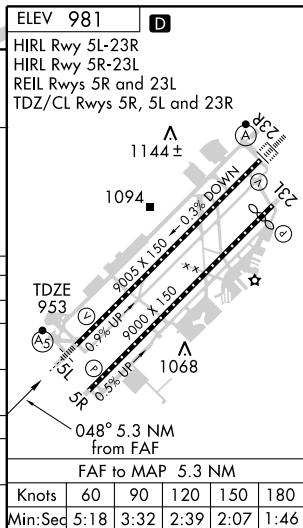
# ILS or LOC RWY 5L

KNOXVILLE/MCGHEE-TYSON (TYS)

<b>V</b> <b>A</b> ASR	MALSR 	MISSED APPROACH: Climb to 4000 direct VXV VORTAC and hold.		
ATIS <b>128.35</b>	KNOXVILLE APP CON <b>123.9 360.8</b>	KNOXVILLE TOWER <b>121.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>



CATEGORY	A	B	C	D
S-ILS 5L	1153/18		200 (200-½)	
S-LOC 5L	1580/24	627 (600-½)	1580-1½ 627 (600-¼)	1580-1½ 627 (600-½)
CIRCLING	1580-1	599 (600-1)	1580-1¾ 599 (600-¼)	1620-2 639 (700-2)
QUICK FIX MINIMUMS				
S-LOC 5L	1420/24	467 (500-½)	1420/40 467 (500-¾)	1420/50 467 (500-1)
CIRCLING	1460-1 479 (500-1)	1520-1 539 (600-1)	1540-1½ 559 (600-½)	1620-2 639 (700-2)



LOC I-BUI	APP CRS	Rwy Idg	<b>9005</b>
<b><u>111.7</u></b>	<b>228°</b>	TDZE	<b>981</b>
		Apt Elev	<b>981</b>

ILS or LOC RWY 23R  
KNOXVILLE/MCGHEE-TYSON (TYS)



ALSF-2

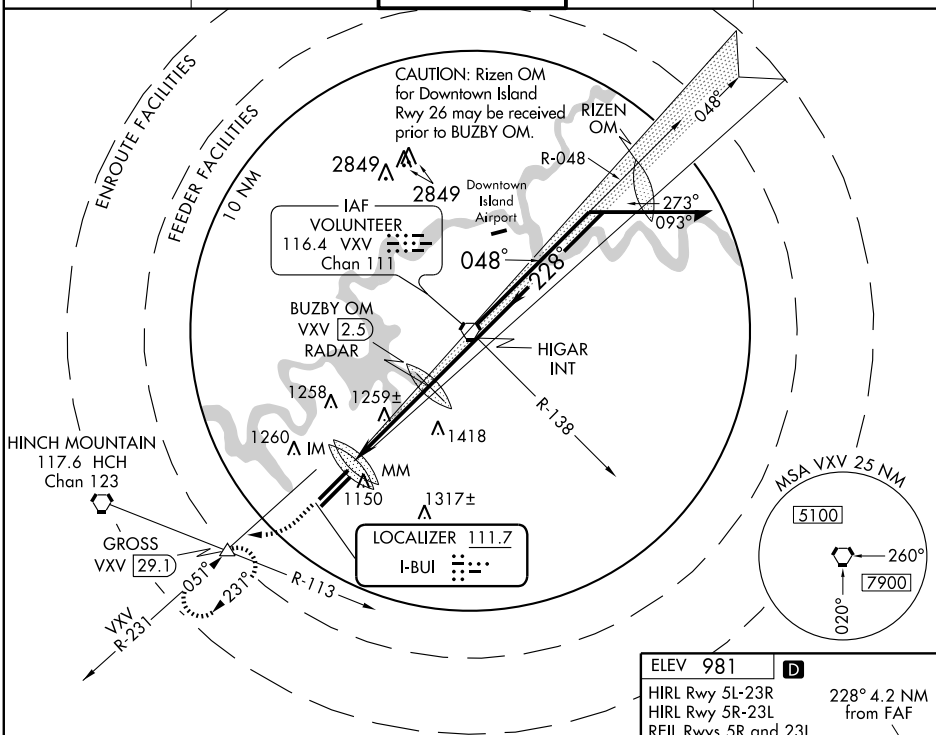
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via 240° heading and VXX VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS  
**128.35**

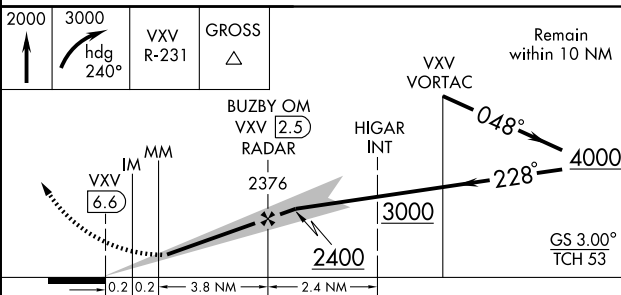
KNOXVILLE APP CON  
123.9 360.8

KNOXVILLE TOWER  
**121.2 257.8**

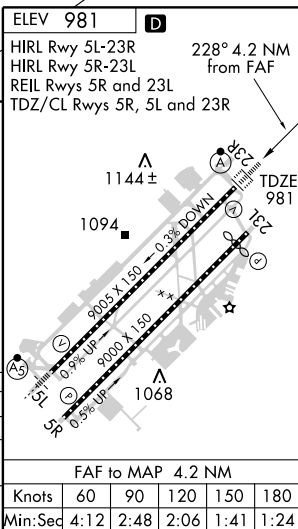
GND CON  
121.9 348.6

CLNC DEL  
**121.65**

SE-1. 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-ILS 23R	1181/18		200 (200-½)	
S-LOC 23R	1520/24	539 (600-½)	1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1520-1	539 (600-1)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)



KNOXVILLE, TENNESSEE  
Amdt 11 10210

35°49'N - 84°00'W

KNOXVILLE/MCGHEE-TYSON (TYS)  
ILS or LOC RWY 23R

LOC I-BUI	APP CRS	Rwy Idg	<b>9005</b>
<b><u>111.7</u></b>	<b>228°</b>	TDZE	<b>981</b>
		Apt Elev	<b>981</b>

**ILS RWY 23R (CAT II)**  
**KNOXVILLE/MCGHEE-TYSON (TYS)**



ALSF-2

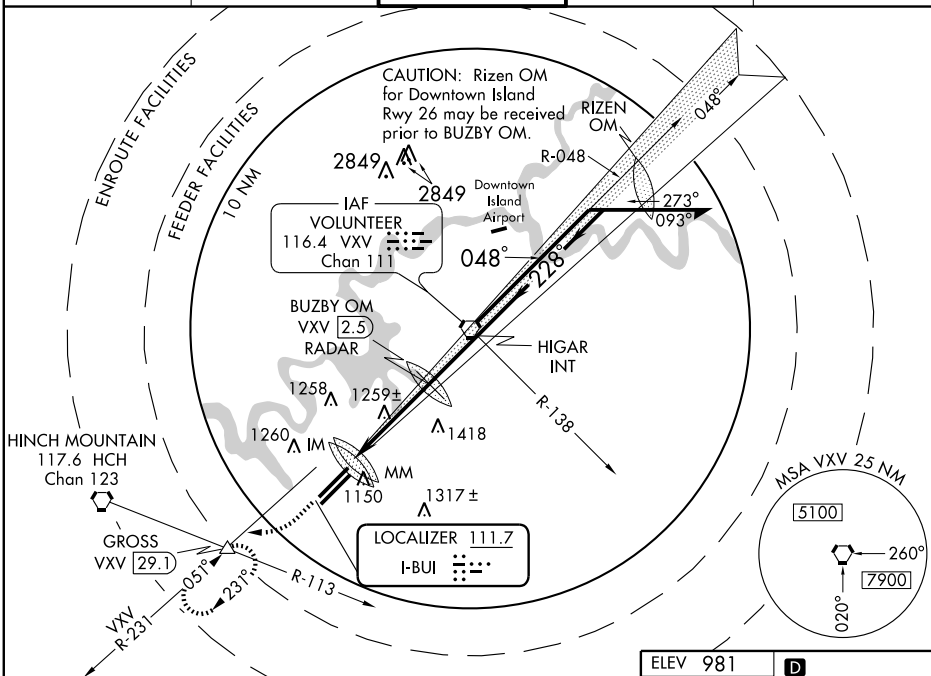
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via 240° heading and VVX VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS  
**128.35**

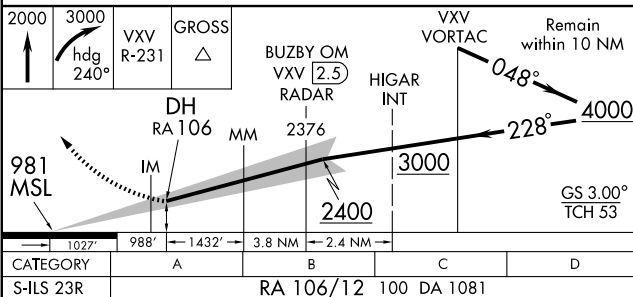
KNOXVILLE APP CON  
123.9 360.8

KNOXVILLE TOWER  
121.2 257.8

GND CON  
121.9 348.6

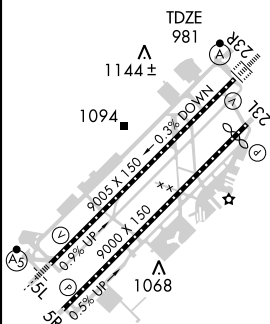
CLNC DEL  
121.65

SE-1. 21 OCT 2010 to 18 NOV 2010



ELEV 981

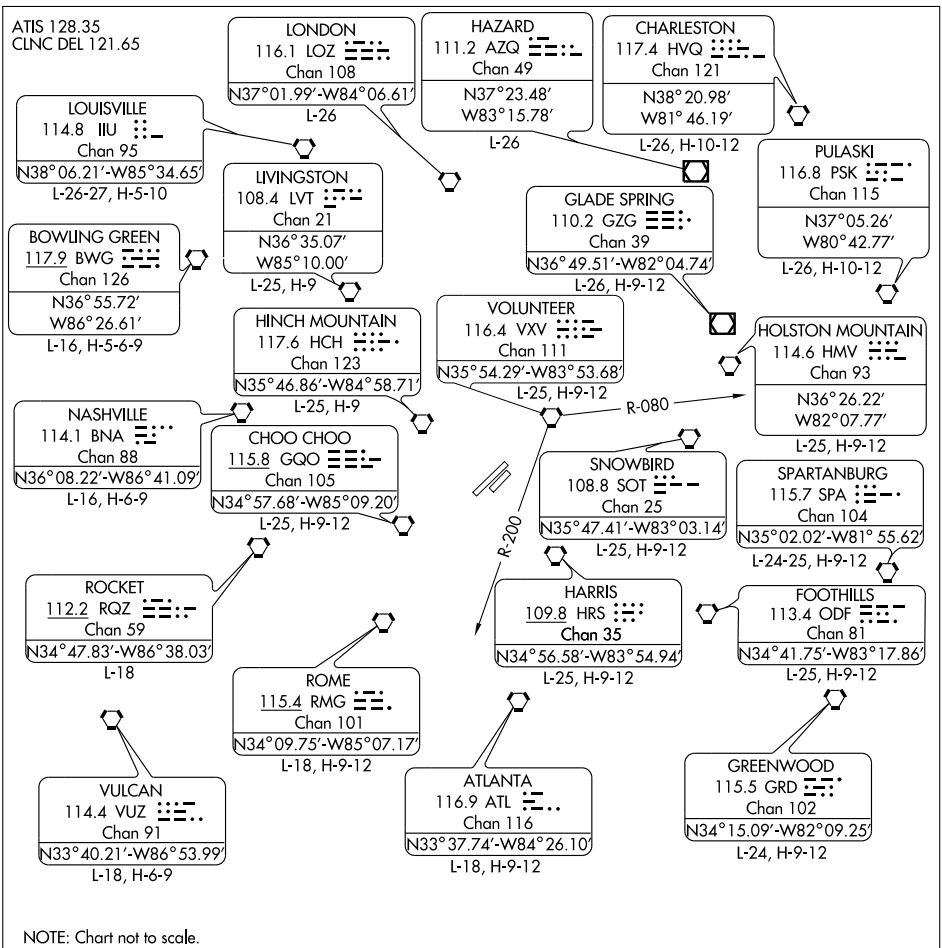
**D**



## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 5L-23R  
HIRL Rwy 5R-23L  
REIL Rwy 5R and 23L  
TDZ/CL Rwy 5R, 5L and 23R





**DEPARTURE ROUTE DESCRIPTION**

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

**LOST COMMUNICATIONS:** If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.

WAAS CH <b>48802</b> <b>W05A</b>	APP CRS <b>048°</b>	Rwy Idg TDZE <b>953</b> Apt Elev <b>981</b>	<b>9005</b> <b>953</b> <b>981</b>
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# RNAV (GPS) RWY 5L

KNOXVILLE/MCGHEE-TYSON (TYS)

▼ **ASR** For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 4000 direct CFUDE and via 043° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

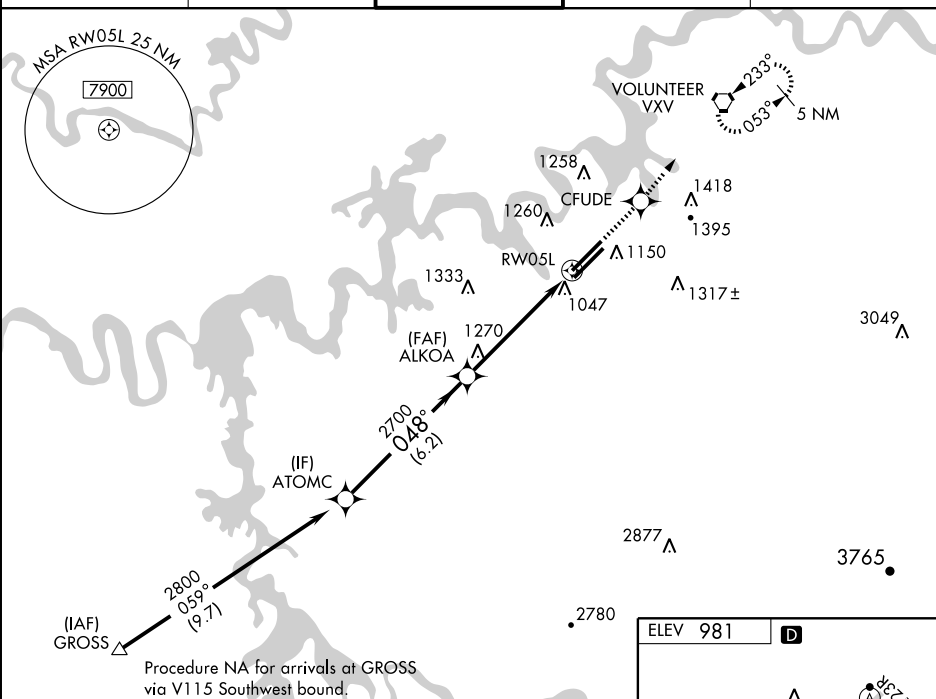
ATIS  
**128.35**

KNOXVILLE APP CON  
**123.9 360.8**

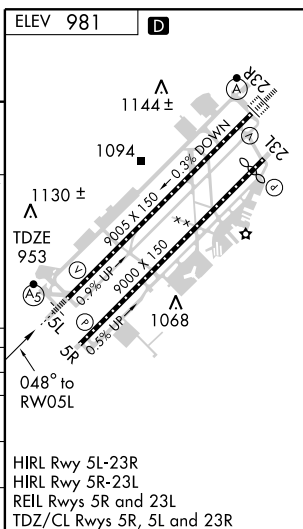
KNOXVILLE TOWER  
**121.2 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**121.65**



<p>Procedure Turn NA</p> <p>GS 3.00° TCH 57</p> <p>ATOMC</p> <p>2800</p> <p>048°</p> <p>ALKOA</p> <p>2700</p> <p>6.2 NM</p> <p>3.6 NM</p> <p>1.7 NM</p>				
<p>4000 CFUDE tr 043° VXV</p> <p>* LNAV Only</p> <p>* 1.7 NM to RW05L</p>				
CATEGORY	A	B	C	D
LPV DA	1203/24		250 (300-½)	
LNAV/VNAV DA	1326/50		373 (400-1)	
LNAV MDA	1520/24 567 (600-½)		1520/50 567 (600-1)	1520/60 567 (600-1¼)
CIRCLING	1520-1½ 539 (600-1½)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	



WAAS CH <b>97410</b> <b>W05B</b>	APP CRS <b>048°</b>	Rwy Idg TDZE <b>959</b> Apt Elev <b>981</b>
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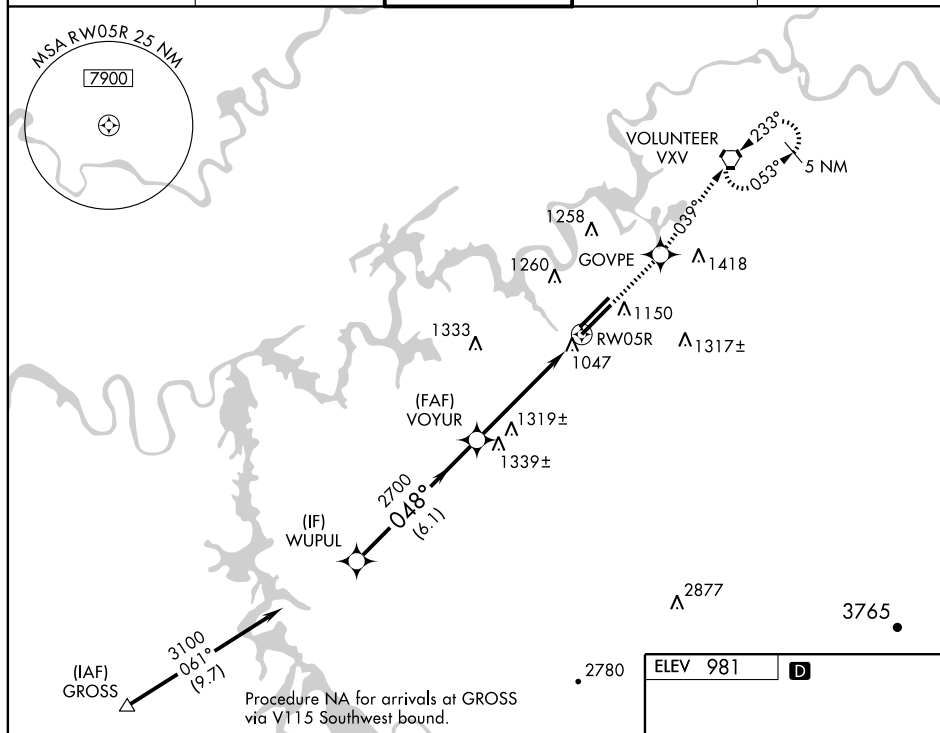
# RNAV (GPS) RWY 5R

KNOXVILLE/MCGHEE-TYSON (TYS)

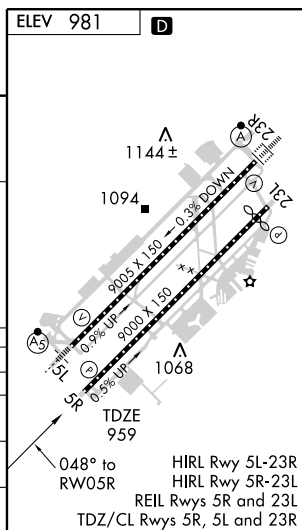
**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 4000 direct GOVPE and via 039° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS <b>128.35</b>	KNOXVILLE APP CON <b>123.9 360.8</b>	KNOXVILLE TOWER <b>121.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>
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Procedure	Turn	NA	WUPUL	VOYUR	4000	GOVPE	tr	039°	VXV
			3100	2700					
GS 3.00°			048°						
TCH 43									
			6.1 NM	3.4 NM	1.9 NM				
CATEGORY	A	B	C	D					
LPV DA		1276-1¼	317 (300-1¼)						
LNAV/VNAV DA		1471-2	512 (500-2)						
LNAV MDA	1580-1	621 (600-1)	1580-1¼	621 (600-1¼)	1580-2	621 (600-2)			
CIRCLING	1580-1	599 (600-1)	1580-1¼	599 (600-1¼)	1620-2	639 (700-2)			



WAAS CH <b>90210</b> <b>W23B</b>	APP CRS <b>228°</b>	Rwy Idg TDZE <b>965</b> Apt Elev <b>981</b>
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**RNAV (GPS) RWY 23L**

KNOXVILLE/MCGHEE-TYSON (TYS)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct VOYUR and via 236° track to GROSS and hold.

ATIS  
**128.35**

KNOXVILLE APP CON  
**123.9 360.8**

KNOXVILLE TOWER  
**121.2 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**121.65**

MSA RW23L 25 NM

7900

(IAF) NOISE

Procedure NA for arrivals at NOISE via V97 Northbound.

(IAF) PENCE

Procedure NA for arrivals at PENCE via V16-185 Northeast bound.

VOYUR

MISSED APCH FIX GROSS

HOTAX

CELOB

Procedure Turn NA

3000



tr 236°



\*LNAV only.

\*1.8 NM to RW23L

HOTAX

2800

228°

3100

GS 3.00° TCH 50

CATEGORY

A

B

C

D

LPV DA

1215/40

250 (300-3/4)

LNAV/VNAV DA

1544-2

579 (600-2)

LNAV MDA

1580/50 615 (600-1)

1580-1 3/4 615 (600-1 3/4)

1580-2 615 (600-2)

CIRCLING

1580-1 599 (600-1)

1580-1 3/4 599 (600-1 3/4)

1620-2 639 (700-2)

ELEV 981

D

228° to RW23L

1144±

1094

112

TDZE 965

1068

HIRL Rwy 5L-23R

HIRL Rwy 5R-23L

REIL Rwy 5R and 23L

TDZ/CL Rwy 5R, 5L and 23R

WAAS CH <b>81902</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>9005</b> <b>981</b> <b>981</b>
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## RNAV (GPS) RWY 23R

KNOXVILLE/MCGHEE-TYSON (TYS)

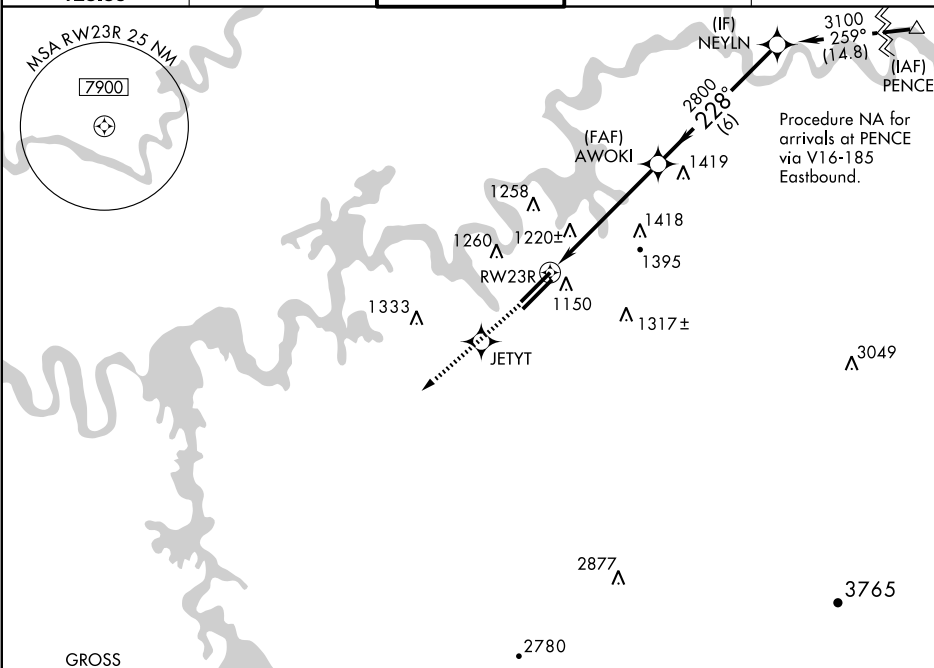
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.



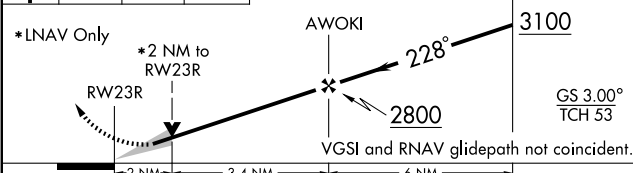
ALSF-2

MISSED APPROACH: Climb to 3000  
direct JETYT and via 234° track to  
GROSS and hold.

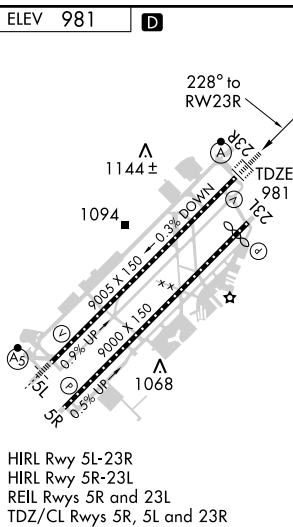
ATIS <b>128.35</b>	KNOXVILLE APP CON <b>123.9 360.8</b>	KNOXVILLE TOWER <b>121.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>
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3000	JETYT	tr 234°	GROSS
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CATEGORY	A	B	C	D
LPV DA		1231/24	250 (300-1/2)	
LNAV/VNAV DA		1550-1 1/2	569 (600-1 1/2)	
LNAV MDA	1680/24	699 (700-1/2)	1680-1 1/2 699 (700-1 1/2)	1680-1 3/4 699 (700-1 3/4)
CIRCLING		1680-2	699 (700-2)	1680-2 1/4 699 (700-2 1/4)



VOR/DME VVX <b>116.4</b> Chan <b>111</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>8600</b> <b>965</b> <b>981</b>
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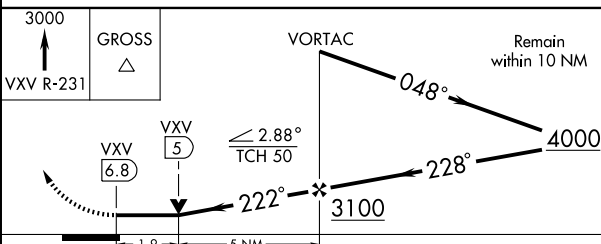
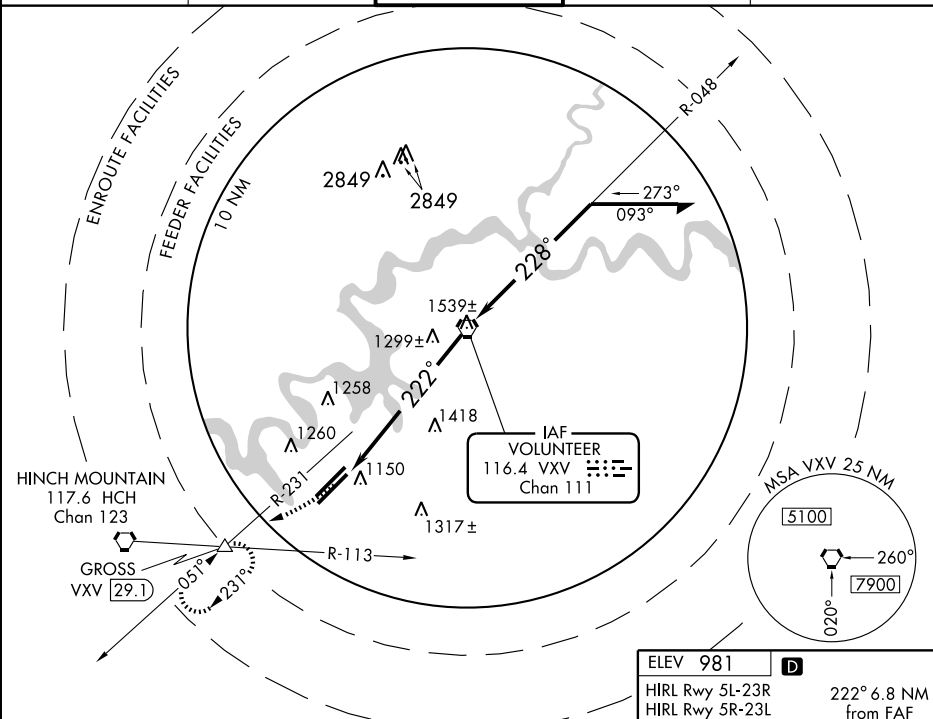
# VOR RWY 23L

KNOXVILLE/MCGHEE-TYSON (TYS)

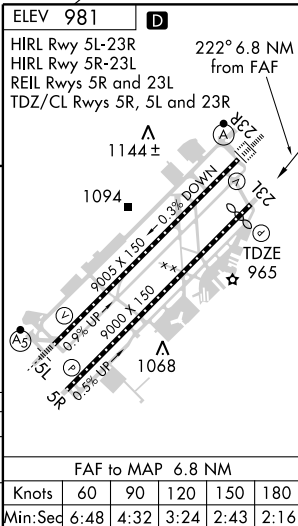


MISSED APPROACH: Climb to 3000 via  
VVX R-231 to GROSS Int/29.1 DME and hold.

ATIS <b>128.35</b>	KNOXVILLE APP CON <b>123.9 360.8</b>	KNOXVILLE TOWER <b>121.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>
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CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)



VOR/DME VVX <b>116.4</b> Chan <b>111</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>9005</b> <b>981</b> <b>981</b>
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# VOR RWY 23R

KNOXVILLE/MCGHEE-TYSON (TYS)



ALSF-2



MISSED APPROACH: Climb to 3000 via  
VVX R-231 to GROSS Int/29.1 DME and hold.

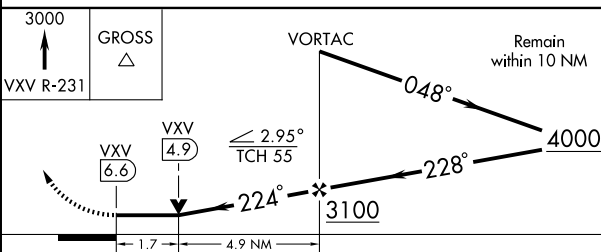
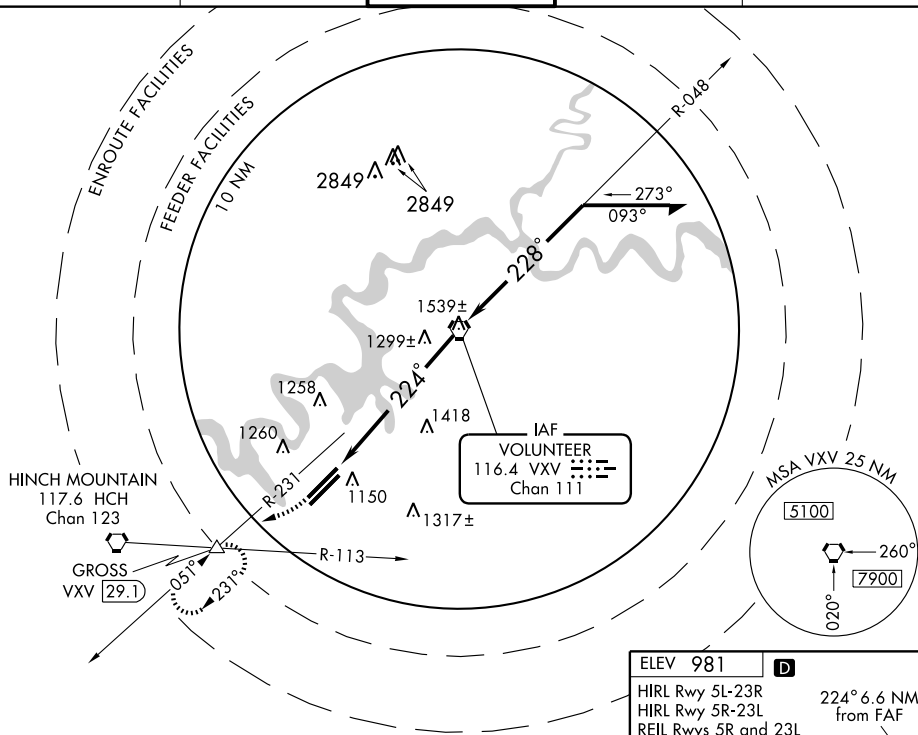
ATIS  
**128.35**

KNOXVILLE APP CON  
**123.9 360.8**

KNOXVILLE TOWER  
**121.2 257.8**

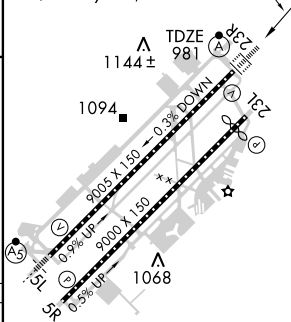
GND CON  
**121.9 348.6**

CLNC DEL  
**121.65**



CATEGORY	A	B	C	D
S-23R	1580/24 599 (600-½)		1580/50 599 (600-1)	1580/60 599 (600-1 ¼)
CIRCLING	1580-1 599 (600-1)		1580-1½ 599 (600-1½)	1620-2 639 (700-2)

ELEV 981 **D**  
 HIRL Rwy 5L-23R  
 HIRL Rwy 5R-23L  
 REIL Rws 5R and 23L  
 TDZ/CL Rws 5R, 5L and 23R



FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

**Mc GHEE TYSON** (TYS) 10 S UTC-5(-4DT) N35°48.66' W83°59.64'

981 B S4 FUEL 100LL, JET A, J8 OX 1 LRA Class I, ARFF Index C

ATLANTA

H-9A, 12G, L-25B

IAP, AD

NOTAM FILE TYS

**RWY 05L-23R:** H9005X150 (CONC-GRVD) S-90, D-200, 2S-175, 2D-350, 2D/2D2-540 HIRL CL

**RWY 05L:** MALSR. TDZL. VASI(V4L)—GA 2.7°TCH 75'. Tree.

0.9% up.

**RWY 23R:** ALSF2. TDZL. VASI(V4L)—GA 3.0°TCH 56'. Rgt tfc.

0.3% down.

**RWY 05R-23L:** H9000X150 (ASPH-GRVD) S-75, D-200, 2S-175, 2D-270 HIRL CL

**RWY 05R:** TDZL. REIL. PAPI(P4L)—GA 3.0°TCH 43'. Rgt tfc.

0.5% up.

**RWY 23L:** REIL. PAPI(P4L)—GA 3.0°TCH 55'. Thld dspcd 400'. Tree.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 05R:** TORA-9000 TODA-9000 ASDA-8600 LDA-8600

**RWY 23L:** TORA-9000 TODA-9000 ASDA-9000 LDA-8600

**AIRPORT REMARKS:** Attended continuously. CAUTION: Birds on and in/ov arpt, increased Oct-Apr. Hold short line for Rwy 23L located

slightly N of Twy A-8. Portion of Twy A near Rwy 5R apch end not

visible from twr. Wide-bodied acft use care when turning onto Twy

A from ramps 4, 5 and 6. PPR from Air National Guard for civil acft

to use Twys G1, G2, G3, G4, and G South of Twy G5. PPR to use Twy G1/Rwy 5L underrun. Contact

865-985-4371. Rwy 23L RVR touchdown. Pilots are requested to delay turns until after 2500' unless otherwise

advised to avoid noise sensitive areas. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (865) 981-4053. LLWAS.

**COMMUNICATIONS:** ATIS 128.35 UNICOM 122.95

RCO 122.3 122.2 (NASHVILLE RADIO)

Ⓡ **KNOXVILLE APP/DEP CON** 118.0 (051°-229°) 123.9 (230°-050°) 120.65 132.8

**KNOXVILLE TOWER** 121.2 **GND CON** 121.9 **CLNC DEL** 121.65

**AIRSPACE:** CLASS C svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TYS.

**VOLUNTEER (H) VORTAC** 116.4 VVX Chan 111 N35°54.29' W83°53.68' 224° 7.4 NM to fld. 1290/03W.

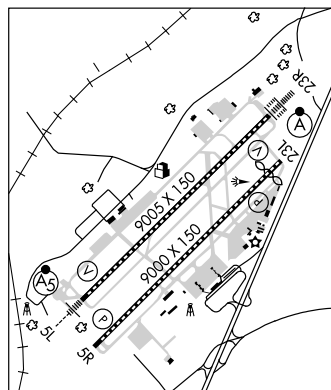
HIWAS.

**BENFI NDB (LOM)** 353 TY N35°44.53' W84°04.87' 049° 5.9 NM to fld.

**ILS 110.3 I-TYS** Rwy 05L. Class IA. LOM BENFI NDB. BC unusable.

**ILS 111.7 I-BUI** Rwy 23R LOC unusable byd 15 NM blo 3,000' and byd 15° rgt of course.

ASR



**LAFAYETTE MUNI** (3M7) 2 W UTC-6(-5DT) N36°31.20' W86°03.48'

969 B S2 FUEL 100LL, JET A NOTAM FILE BNA

**RWY 01-19:** H5200X75 (ASPH) S-21, D-31 MIRL 0.5% up S

**RWY 01:** REIL. VASI(V2L)—GA 3.5°TCH 24'. Thld dspcd 200'.

**RWY 19:** REIL. VASI(V2L)—GA 3.0°TCH 21'. P-line.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z+. Fuel avbl 24 hrs credit card svc. For attendant after hrs call 931-704-6838/4275 or 931-621-3375.

ACTIVATE VASI Rwy 01 and 19—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **NASHVILLE APP/DEP CON** 118.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWG.

**BOWLING GREEN (H) VORTACW** 117.9 BWG Chan

126 N36°55.73' W86°26.61' 141° 30.7 NM to fld.

565/02E.

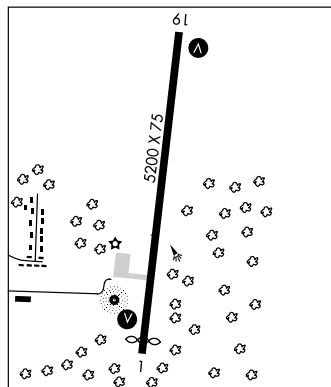
**NDB (MHW)** 245 LFB N36°30.91' W86°03.66' at fld.

NOTAM FILE BNA.

ST LOUIS

H-6K, 9A, L-16J

IAP





NDB LFB <b>245</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>961</b> <b>969</b>
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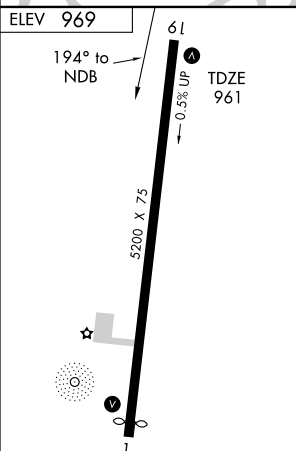
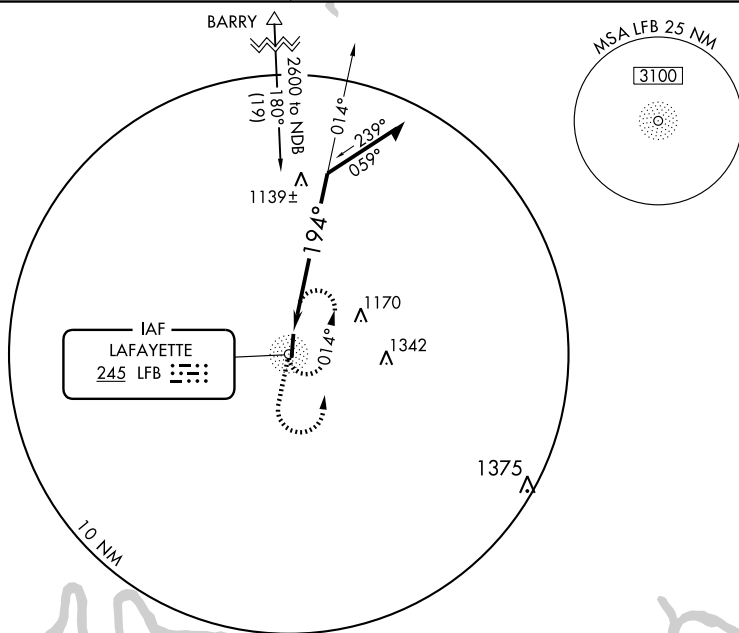
**NDB RWY 19**  
LAFAYETTE MUNI (3M7)

**V** Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting.

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2600 direct LFB NDB and hold.

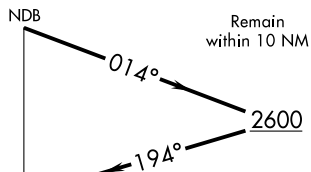
NASHVILLE APP CON  
**118.4 360.7**

UNICOM  
**122.8 (CTAF) 0**



MIRL Rwy 1-19  
REIL Rwy 1 and 19

2000 ↑	2600 ↶	LFB 245
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CATEGORY	A	B	C	D
S-19	1500-1	539 (600-1)	1500-1½ 539 (600-1½)	1500-1¾ 539 (600-1¾)
CIRCLING	1500-1	531 (600-1)	1500-1½ 531 (600-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-19	1640-1	679 (700-1)	1640-2 679 (700-2)	1640-2¼ 679 (700-2¼)
CIRCLING	1640-1	671 (700-1)	1640-2 671 (700-2)	1640-2¼ 671 (700-2¼)

LAFAYETTE, TENNESSEE  
Amdt 3 09099

36° 31'N-86° 03'W

LAFAYETTE MUNI (3M7)  
**NDB RWY 19**

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>57917</b> <b>W01A</b>	APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>969</b> <b>969</b>
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# RNAV (GPS) RWY 1

LAFAYETTE MUNI (3M7)



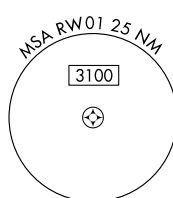
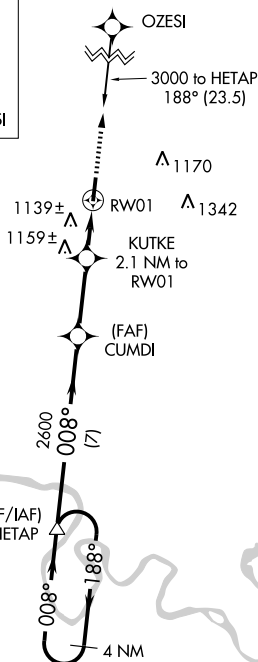
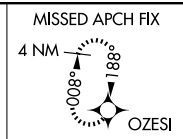
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cals visibility ½ mile, LNAV Cat C and D visibility ¼ mile and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Bowling Green altimeter setting.

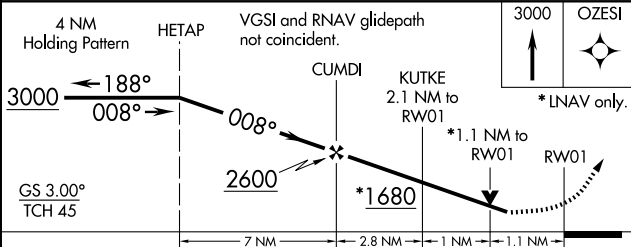
MISSED APPROACH:  
Climb to 3000 direct  
OZESI and hold.

NASHVILLE APP CON  
**118.4 360.7**

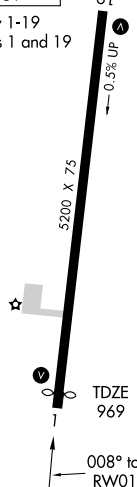
UNICOM  
**122.8 (CTAF) 0**



ELEV 969  
MIRL Rwy 1-19  
REIL Rws 1 and 19



CATEGORY	A	B	C	D
LPV DA	1318-1¼		349 (400-1¼)	
LNAV/VNAV DA	1452-1¾		483 (500-1¾)	
LNAV MDA	1400-1	431 (500-1)	1400-1¼ 431 (500-1¼)	1400-1½ 431 (500-1½)
CIRCLING	1440-1	471 (500-1)	1440-1½ 471 (500-1½)	1520-2 551 (600-2)



WAAS CH <b>61316</b> <b>W19A</b>	APP CRS <b>188°</b>	Rwy Idg TDZE <b>961</b> Apt Elev <b>969</b>	<b>5200</b> <b>961</b> <b>969</b>
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# RNAV (GPS) RWY 19

LAFAYETTE MUNI (3M7)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
HETAP and hold.

NASHVILLE APP CON  
**118.4 360.7**

UNICOM  
**122.8 (CTAF) 0**

MSA RW19 25 NM

3100

(IAF) FLIPU

2900 NoPT  
188° (6.6)

△ 1430

4 NM

008°  
188°

(IF/IAF)  
OZESI

2500  
188°  
(6.1)

(FAF)  
QALAY

OLLW  
1.8 NM to  
RW19

1129±

1099±

△ 1170

△ 1342

RW19

HETAP

2900 to OZESI  
008° (23.5)

MISSED APCH FIX  
HETAP

008°  
188°  
4 NM

ELEV 969

TDZE 961

188° to RW19

0.5% UP

5200 x 75



MRL Rwy 1-19  
REIL Rwy 1 and 19

3000 HETAP  
↑ △

VGSI and RNAV glidepath  
not coincident.

\*LNAV only.

OLLW  
1.8 NM to  
RW19

RW19

QALAY

\*1560

OZESI 4 NM  
Holding Pattern

008° → 2900  
← 188°

GS 3.00°  
TCH 45

	1.8 NM	2.9 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA		1211-1	250 (300-1)	
LNAV/VNAV DA		1369-1½	408 (400-1½)	
LNAV MDA	1380-1	419 (500-1)	1380-1¼	419 (500-1¼)
CIRCLING	1440-1	471 (500-1)	1440-1½ 471 (500-1½)	1520-2 551 (600-2)

**LAWRENCEBURG—LAWRENCE CO**

(2M2) 3 NE UTC-6(-5DT) N35°14.06' W87°15.48'

ATLANTA

936 B FUEL 100LL, JET A NOTAM FILE MKL

H-6K, 9A, L-16I

RWY 17-35: H5003X100 (ASPH) S-15 MIRL

IAP

RWY 17: REIL. PAPI(P4L). Trees.

RWY 35: REIL. PAPI(P4L). Pole.

AIRPORT REMARKS: Attended 1400-2300Z. For after hrs svc contact

931-829-2652 or 931-242-8701.

WEATHER DATA SOURCES: AWOS-3 120.175 (931) 766-1585.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

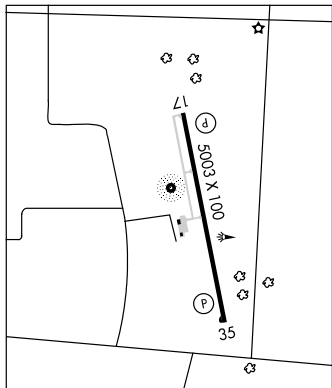
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41' W87°29.49' 019° 33.6 NM to fld. 580/01E.

NDB (MHW) 269 LRT N35°14.13' W87°15.64' at fld.

NOTAM FILE MKL. NDB unmonitored 2300-1400Z. NDB unusable byd 25 NM.



**LEBANON MUNI**

(M54) 2 SW UTC-6(-5DT) N36°11.42' W86°18.94'

ST LOUIS

588 B S4 FUEL 100LL, JET A NOTAM FILE BNA

H-6K, 9A, L-16I

RWY 01-19: H5000X100 (ASPH) S-24, D-37 MIRL 0.8% up S

IAP

RWY 01: REIL. PAPI(P2L). Thld dsplcd 400'. Trees.

RWY 19: REIL. PAPI(P2L). Thld dsplcd 500'. Road.

RWY 04-22: 1801X150 (TURF)

RWY 22: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-5000 TODA-5000 ASDA-4680 LDA-4527

RWY 19: TORA-5000 TODA-5000 ASDA-4847 LDA-4527

AIRPORT REMARKS: Attended 1300-0100Z, CLOSED Thanksgiving,

Christmas and New Years day. For svc after hrs call

615-444-0031. Bird activity on and invof arpt. Rwy 04-22

marked with 3' white cones. Rwy 04-22 dsplcd thlds marked with three white cones. Rwy 01 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.325 (615) 444-5778.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ NASHVILLE APP/DEP CON 118.4

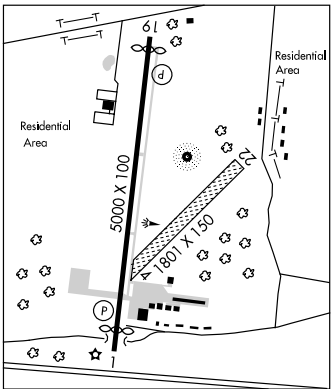
GCO 135.075 (NASHVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'

W86°41.09' 082° 18.2 NM to fld. 570/02W.

NDB (MHW) 414 JUE N36°11.53' W86°18.83' at fld. NDB unmonitored 0300-1200Z.



APP CRS	Rwy Idg	<b>5003</b>
<b>168°</b>	TDZE	<b>936</b>
	Apt Elev	<b>936</b>

**GPS RWY 17**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UKZAR WP and hold.

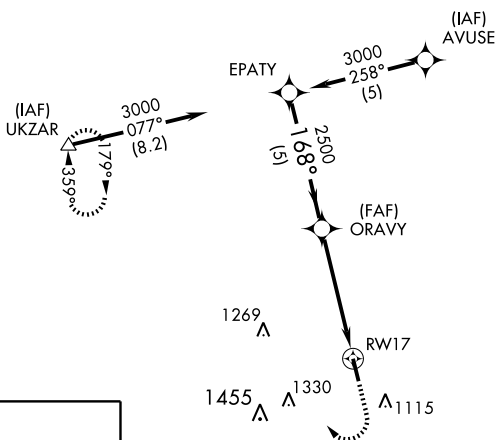
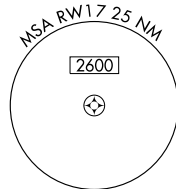
AWOS-3  
**120.175**

MEMPHIS CENTER  
**125.85 381.4**

GCO  
**121.725**

UNICOM  
**122.8** (CTAF)

(IAF) LEARY  
3000  
172°  
(11.1)



ELEV 936

168° to 1118 ☆

TDZE 936

5003 X 100

35

MIRL Rwy 17-35  
REIL Rws 17 and 35

LAWRENCEBURG, TENNESSEE

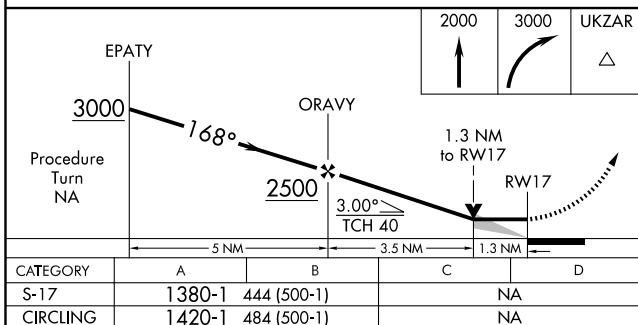
Orig 09099

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

35° 14'N-87° 15'W

**GPS RWY 17**

SE-1, 21 OCT 2010 to 18 NOV 2010



NDB LRT	APP CRS	Rwy Idg	<b>5003</b>
<b>269</b>	<b>175°</b>	TDZE	<b>936</b>
		Apt Elev	<b>936</b>

**NDB RWY 17**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)



If local altimeter setting not received, use Huntsville  
altimeter setting and increase all MDAs 140 feet.

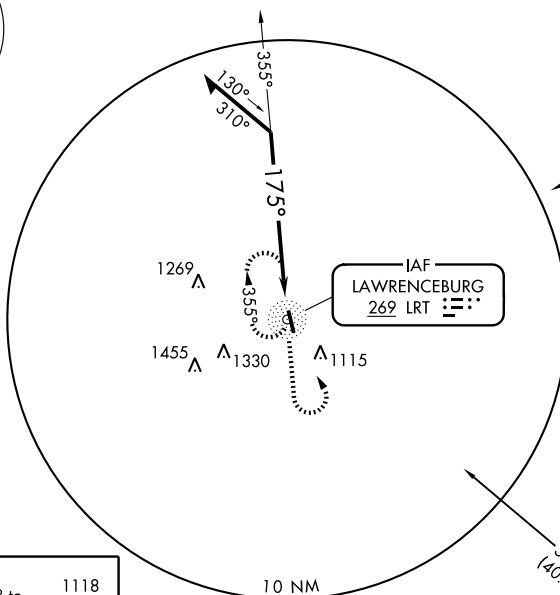
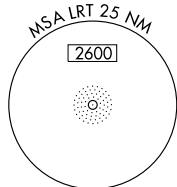
MISSED APPROACH: Climb to 2000 then climbing  
left turn to 2500 direct LRT NDB and hold.

AWOS-3  
**120.175**

MEMPHIS CENTER  
**125.85 381.4**

GCO  
**121.725**

UNICOM  
**122.8** (CTAF)



SHELBYVILLE  
109.0 SYI ---  
Chan 27

2600  
245°  
(44.8)

ROCKET  
112.2 RQZ ---  
Chan 59

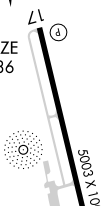
3000  
309°  
(40.5)

ELEV 936

175° to  
LRT NDB

1118 ☆

TDZE 936



35

Remain  
within 10 NM

2187

NDB

2500

355°

175°

2000

2500

LRT

269

CATEGORY	A	B	C	D
S-17	1540-1	604 (700-1)	1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)
CIRCLING	1540-1	604 (700-1)	1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)

MIRL Rwy 17-35  
REIL Rwys 17 and 35

LAWRENCEBURG, TENNESSEE

Amdt 4 09099

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

35° 14'N-87° 15'W

**NDB RWY 17**

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

**LAWRENCEBURG—LAWRENCE CO**

(2M2) 3 NE UTC-6(-5DT) N35°14.06' W87°15.48'

ATLANTA

936 B FUEL 100LL, JET A NOTAM FILE MKL

H-6K, 9A, L-16I

RWY 17-35: H5003X100 (ASPH) S-15 MIRL

IAP

RWY 17: REIL. PAPI(P4L). Trees.

RWY 35: REIL. PAPI(P4L). Pole.

AIRPORT REMARKS: Attended 1400-2300Z†. For after hrs svc contact

931-829-2652 or 931-242-8701.

WEATHER DATA SOURCES: AWOS-3 120.175 (931) 766-1585.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

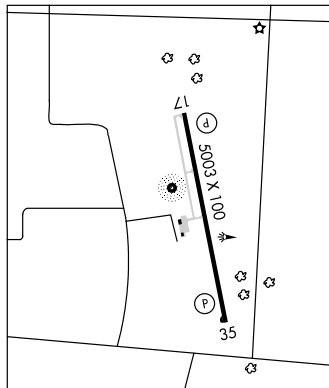
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41' W87°29.49' 019° 33.6 NM to fld. 580/01E.

NDB (MHW) 269 LRT N35°14.13' W87°15.64' at fld.

NOTAM FILE MKL. NDB unmonitored 2300-1400Z†. NDB unusable byd 25 NM.



**LEBANON MUNI**

(M54) 2 SW UTC-6(-5DT) N36°11.42' W86°18.94'

ST LOUIS

588 B S4 FUEL 100LL, JET A NOTAM FILE BNA

H-6K, 9A, L-16I

RWY 01-19: H5000X100 (ASPH) S-24, D-37 MIRL 0.8% up S

IAP

RWY 01: REIL. PAPI(P2L). Thld dsplcd 400'. Trees.

RWY 19: REIL. PAPI(P2L). Thld dsplcd 500'. Road.

RWY 04-22: 1801X150 (TURF)

RWY 22: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-5000 TODA-5000 ASDA-4680 LDA-4527

RWY 19: TORA-5000 TODA-5000 ASDA-4847 LDA-4527

AIRPORT REMARKS: Attended 1300-0100Z†, CLOSED Thanksgiving,

Christmas and New Years day. For svc after hrs call

615-444-0031. Bird activity on and invof arpt. Rwy 04-22

marked with 3' white cones. Rwy 04-22 dsplcd thlds marked with three white cones. Rwy 01 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.325 (615) 444-5778.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ NASHVILLE APP/DEP CON 118.4

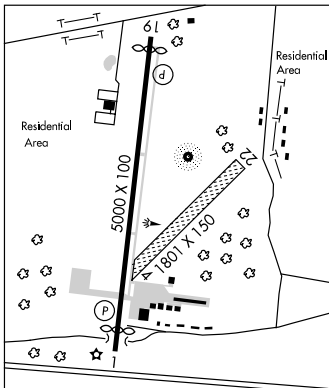
GCO 135.075 (NASHVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'

W86°41.09' 082° 18.2 NM to fld. 570/02W.

NDB (MHW) 414 JUE N36°11.53' W86°18.83' at fld. NDB unmonitored 0300-1200Z†.







WAAS CH <b>65809</b> <b>W01A</b>	APP CRS <b>009°</b>	Rwy Idg TDZE <b>588</b> Apt Elev <b>588</b>
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# RNAV (GPS) RWY 1

LEBANON MUNI (M54)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

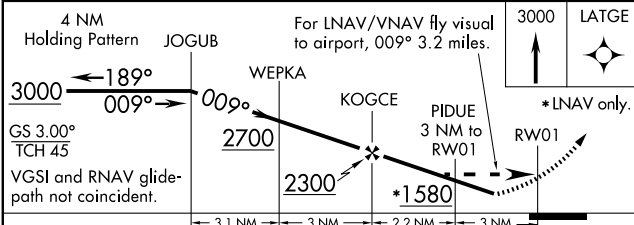
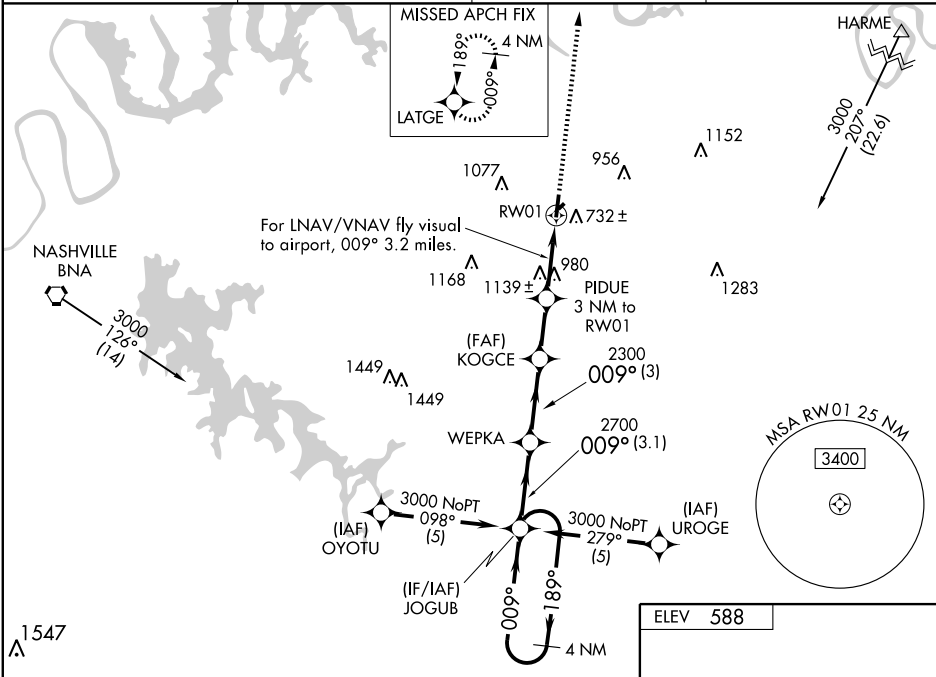
**MISSED APPROACH:**  
Climb to 3000 direct  
LATGE and hold.

AWOS-3  
**118.325**

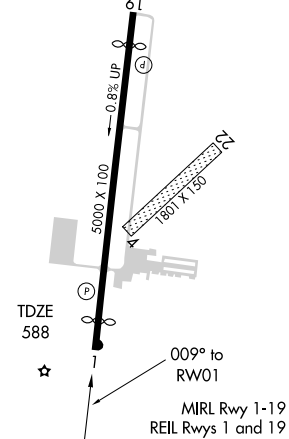
NASHVILLE APP CON  
**118.4 360.7**

GCO  
**135.075**

UNICOM  
**122.725 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	1088-1¾ 500 (500-1¾)			
LNAV/VNAV DA	1663-2	1075 (1100-2)	1663-3	1075 (1100-3)
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1440-2¾ 852 (900-2¾)



WAAS CH <b>90309</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>4500</b> <b>568</b> <b>588</b>
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## RNAV (GPS) RWY 19

LEBANON MUNI (M54)



NA

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

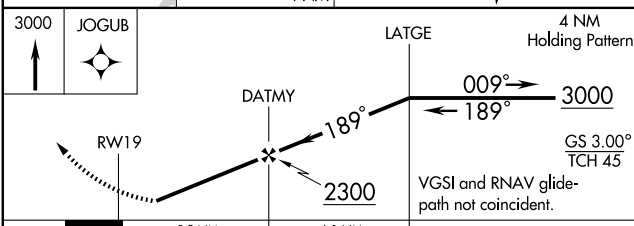
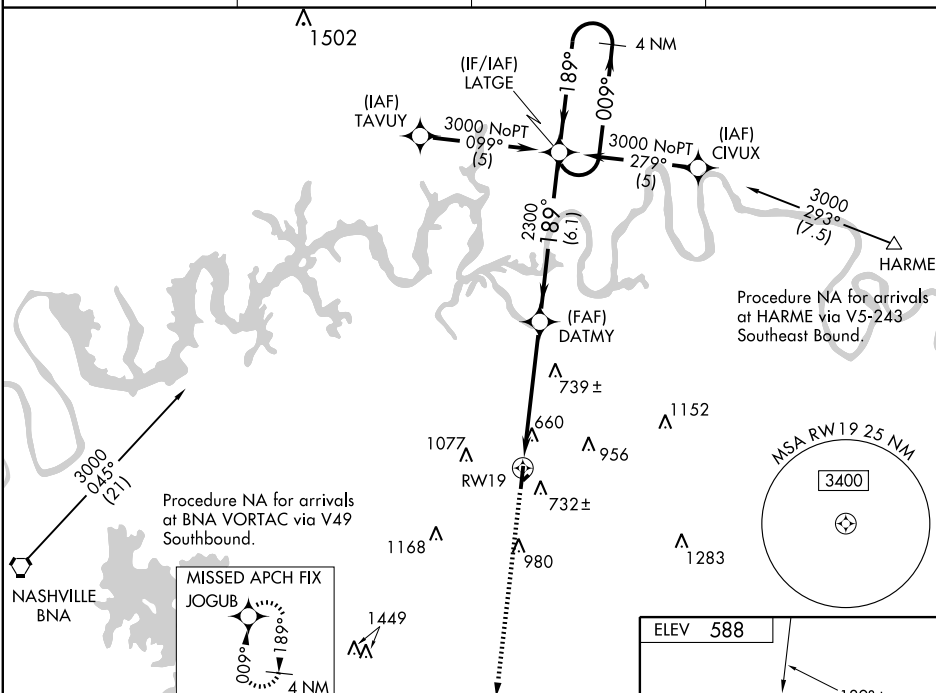
MISSED APPROACH:  
Climb to 3000 direct  
JOGUB and hold.

AWOS-3  
**118.325**

NASHVILLE APP CON  
**118.4 360.7**

GCO  
**135.075**

UNICOM  
**122.725 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1	432 (500-1)	1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1	512 (600-1)	1200-1¼ 612 (700-1¼)	1440-2¾ 852 (900-2¾)

ELEV 588

TDZE  
568

189° to  
RWY 19

0.8% Up

5000 X 100

1801 X 150

1

MIRL Rwy 1-19  
REIL Rwy 1 and 19



**LEWISBURG****ELLINGTON** (LUG) 3 N UTC-6(-5DT) N35°30.42' W86°48.23'

717 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 02-20: H5002X75 (ASPH) S-28, D-41 MIRL

RWY 02: REIL. SAVASI(S2L)—GA 4.0°TCH 28'. Trees.

RWY 20: REIL. SAVASI(S2L)—GA 3.5°TCH 21'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†.

WEATHER DATA SOURCES: AWOS-3 135.775 (931) 270-1014.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

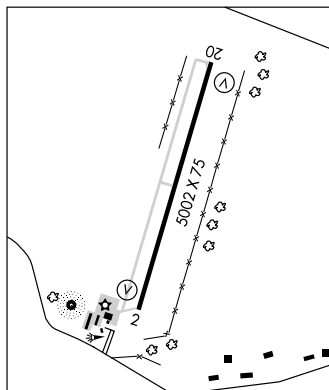
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 261° 18.2 NM to fld. 814/01W.

VERONA NDB (MHW) 251 LUG N35°30.03' W86°48.58' at fld.

NOTAM FILE MKL. Unmonitored 0100-1300Z†.



ATLANTA

H-6K, 9A, L-16J  
IAP**LEXINGTON-PARSONS****BEECH RIVER RGNL** (PVE) 5 NW UTC-6(-5DT) N35°39.38' W88°11.72'

488 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 01-19: H6000X100 (CONC) S-45, D-60 MIRL 0.7% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 40'.

RWY 19: REIL. PAPI(P2L)—GA 3.0°TCH 40'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2100Z†.

WEATHER DATA SOURCES: AWOS-3 118.125 (731) 845-5738.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94' W88°21.53' 065° 8.7 NM to fld. 630/02E.

MEMPHIS

H-6J, L-16J  
IAP**LINDEN****PERRY CO** (M15) 3 SW UTC-6(-5DT) N35°35.75' W87°52.60'

740 B NOTAM FILE MKL

RWY 18-36: H3600X75 (ASPH) S-23 LIRL

RWY 18: REIL. PAPI(P2L). Trees.

RWY 36: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. CLOSED nights indefinitely. Rwy 18-36

GWT single wheel limited to 17000 lbs by arpt manager. Arpt bcn

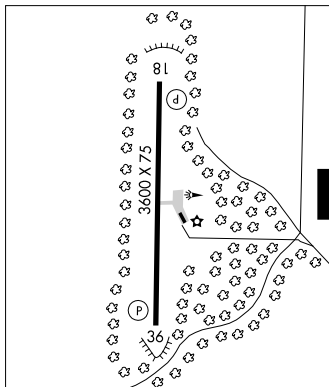
OTS indef. Rwy 18 and Rwy 36 REIL OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 088° 23.6 NM to fld. 630/02E.



ATLANTA

L-16J

**LIVINGSTON** N36°35.07' W85°10.00' NOTAM FILE BNA.

(L) VORTAC 108.4 LVT Chan 21 216° 12.4 NM to Livingston Muni. 1020/2W.

RCQ 122.1R 108.4T (NASHVILLE RADIO)

ST. LOUIS

H-9A, L-25A

NDB LUG <b>251</b>	APP CRS <b>207°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>709</b> <b>717</b>
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**NDB RWY 20**

LEWISBURG/ELLINGTON (LUG)

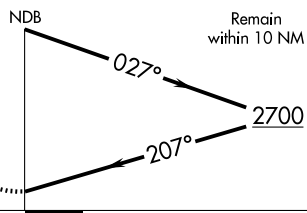
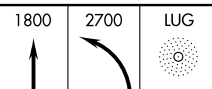
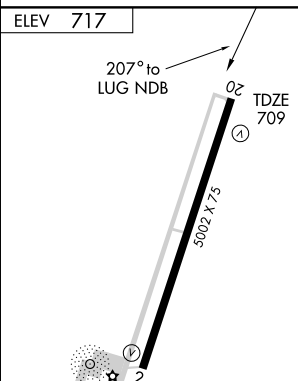
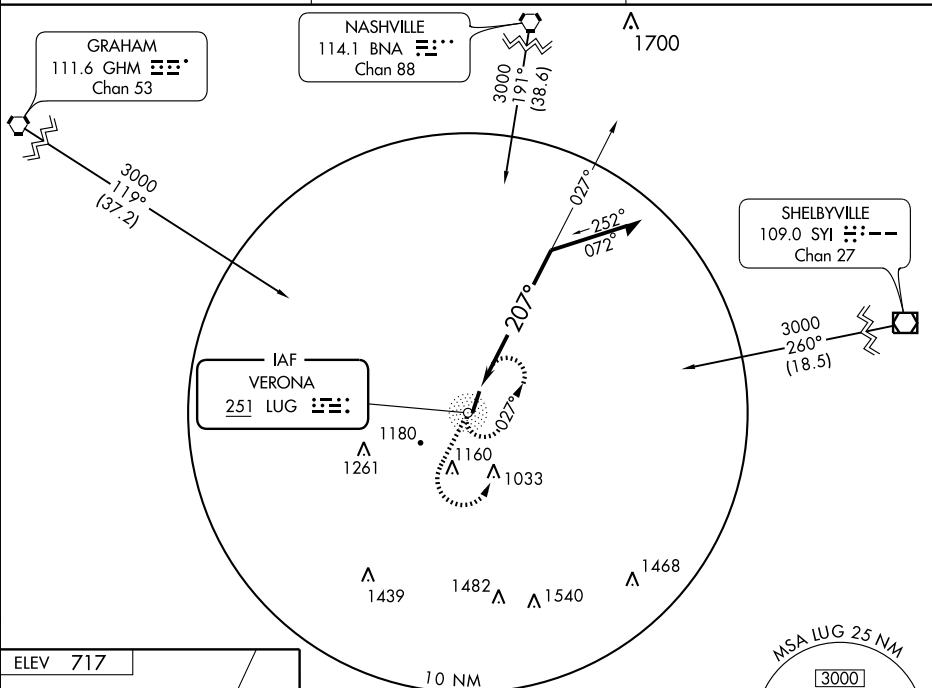
Visibility reduction by helicopters NA. When local altimeter setting not received use Nashville Intl altimeter setting and increase all MDA 120 feet, S-20 and Circling Cat B visibility ¼ mile and S-20 and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2700 direct to LUG NDB and hold, continue climb-in-hold to 2700.

AWOS-3  
**135.775**

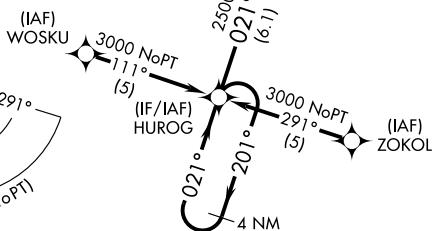
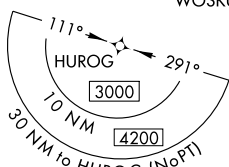
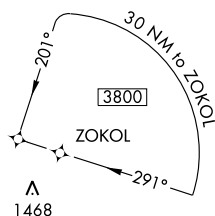
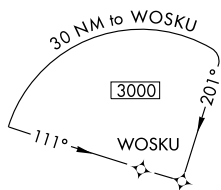
MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-20	1420-1 711 (800-1)		1420-2 711 (800-2)	1420-2 711 (800-2 1/4)
CIRCLING	1420-1 703 (800-1)		1420-2 703 (800-2)	1520-2 803 (900-2 1/2)

REIL Rwy 2 and 20  
MIRL Rwy 2-20

APP CRS  
**021°**Rwy ldg **5002**  
TDZE **717**  
Apt Elev **717****RNAV (GPS) RWY 2**  
LEWISBURG/ELLINGTON (LUG)DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local  
altimeter setting not received; use Nashville Intl altimeter setting and increase  
all MDA 120 feet and increase LNAV and Circling Cats B and C visibility ¼ mileMISSED APPROACH:  
Climb to 3000 direct  
OXSEZ and hold.AWOS-3  
**135.775**MEMPHIS CENTER  
**126.75 353.5**UNICOM  
**122.8 (CTAF)**

ELEV 717

4 NM  
Holding Pattern3000 ← 201°  
→ 021°VGSI and descent  
angles not coincident.

HUOG

JIGLU

2500

3.05°

TCH 40

3000

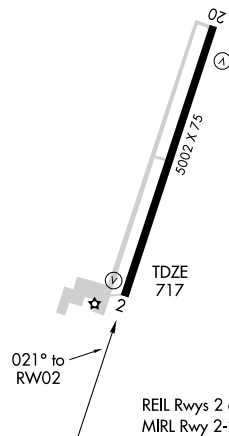


RWY 2

6.1 NM

5.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 883 (900-1¼)		1600-2¾ 883 (900-2¾)	1600-3 883 (900-3)
CIRCLING	1600-1¼ 883 (900-1¼)		1600-2¾ 883 (900-2¾)	1600-3 883 (900-3)

REIL Rwy 2 and 20  
MRL Rwy 2-20

WAAS Ch <b>56619</b> <b>W20A</b>	APP CRS <b>201°</b>	Rwy ldg <b>5002</b> TDZE <b>709</b> Apt Elev <b>717</b>
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# RNAV (GPS) RWY 20

LEWISBURG/ELLINGTON (LUG)

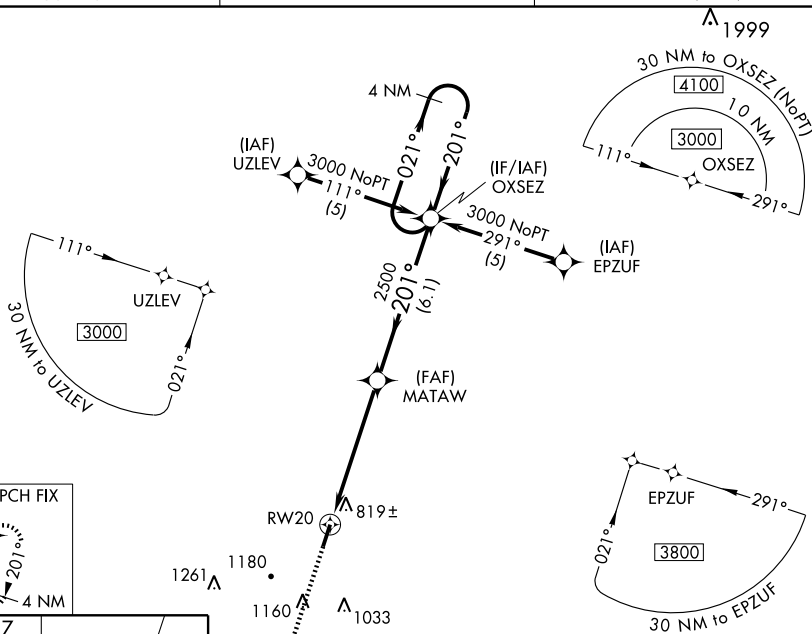
**NA** Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Nashville Intl altimeter setting and increase all DA 103 feet and all MDA 120 feet and LPV all Cats and LNAV Cat D and Circling Cats C and D visibility ½ mile and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct HUOG and hold.

AWOS-3  
**135.775**

MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**122.8 (CTAF)**



ELEV 717

201° to RW20  
TDZE 709  
3002 x 75

REIL Rwy 2 and 20  
MIRL Rwy 2-20

3000

↑

HUOG

✦

VGSI and RNAV  
glidepath not coincident.

OXSEZ

4 NM  
Holding Pattern

MATAW

2500

201°

021°

3000

2500

GS 3.00°  
TCH 40°

RW20

5.4 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1002-1 293 (300-1)			
LNAV/ VNAV	1119-1½ 410 (500-1½)			
LNAV MDA	1220-1 511 (600-1)	1220-1½ 511 (600-1½)		
CIRCLING	1280-1 563 (600-1)	1320-1 603 (700-1)	1380-1¾ 663 (700-1¾)	1520-2½ 803 (900-2½)

**LEWISBURG****ELLINGTON** (LUG) 3 N UTC-6(-5DT) N35°30.42' W86°48.23'

717 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 02-20: H5002X75 (ASPH) S-28, D-41 MIRL

RWY 02: REIL. SAVASI(S2L)—GA 4.0°TCH 28'. Trees.

RWY 20: REIL. SAVASI(S2L)—GA 3.5°TCH 21'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†.

WEATHER DATA SOURCES: AWOS-3 135.775 (931) 270-1014.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

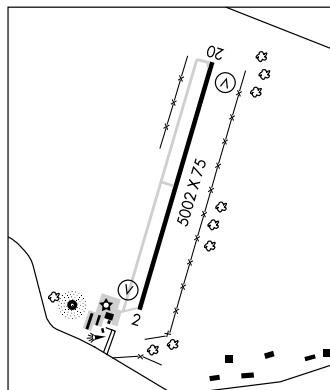
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 261° 18.2 NM to fld. 814/01W.

VERONA NDB (MHW) 251 LUG N35°30.03' W86°48.58' at fld.

NOTAM FILE MKL. Unmonitored 0100-1300Z†.



ATLANTA

H-6K, 9A, L-16J  
IAP**LEXINGTON-PARSONS****BEECH RIVER RGNL** (PVE) 5 NW UTC-6(-5DT) N35°39.38' W88°11.72'

488 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 01-19: H6000X100 (CONC) S-45, D-60 MIRL 0.7% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 40'.

RWY 19: REIL. PAPI(P2L)—GA 3.0°TCH 40'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2100Z†.

WEATHER DATA SOURCES: AWOS-3 118.125 (731) 845-5738.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94' W88°21.53' 065° 8.7 NM to fld. 630/02E.

MEMPHIS

H-6J, L-16J  
IAP**LINDEN****PERRY CO** (M15) 3 SW UTC-6(-5DT) N35°35.75' W87°52.60'

740 B NOTAM FILE MKL

RWY 18-36: H3600X75 (ASPH) S-23 LIRL

RWY 18: REIL. PAPI(P2L). Trees.

RWY 36: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. CLOSED nights indefinitely. Rwy 18-36

GWT single wheel limited to 17000 lbs by arpt manager. Arpt bcn

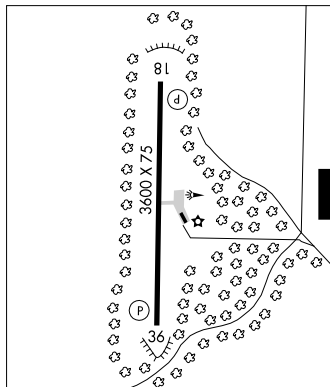
OTS indef. Rwy 18 and Rwy 36 REIL OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 088° 23.6 NM to fld. 630/02E.



ATLANTA

L-16J

**LIVINGSTON** N36°35.07' W85°10.00' NOTAM FILE BNA.

(L) VORTAC 108.4 LVT Chan 21 216° 12.4 NM to Livingston Muni. 1020/2W.

RCQ 122.1R 108.4T (NASHVILLE RADIO)

ST. LOUIS

H-9A, L-25A



WAAS CH <b>90116</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>467</b> <b>488</b>
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## RNAV (GPS) RWY 1

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

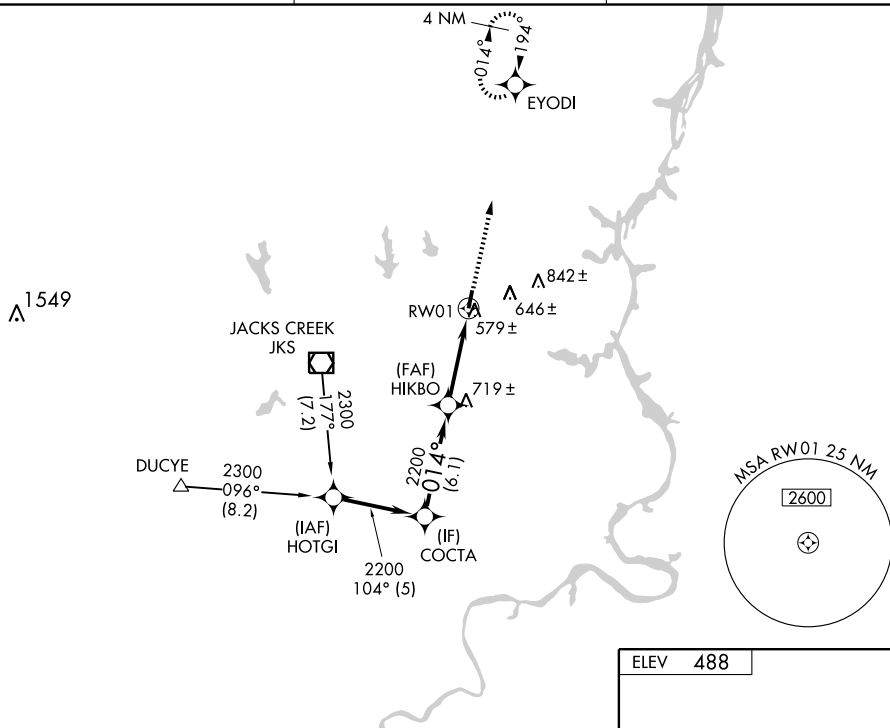
**NA** DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Huntingdon altimeter setting.

MISSED APPROACH: Climb to 2500 direct EYODI and hold.

AWOS-3  
**118.125**

MEMPHIS CENTER  
**125.85 379.25**

UNICOM  
**123.0** (CTAF)



ELEV **488**

Procedure  
Turn NA

COCTA

HIKBO

\* LNAV only

2500

EYODI

GS 3.00°  
TCH 40

2200

2200

\* 1.4 NM  
to RWY01

RWY01

6.1 NM

3.9 NM

1.4 NM

CATEGORY

A

B

C

D

LPV DA

740-1

254 (300-1)

LNAV/  
VNAV DA

840-1½

354 (400-1½)

LNAV MDA

940-1

454 (500-1)

940-1¼

454 (500-1¼)

940-1½

454 (500-1½)

CIRCLING

940-1½

452 (500-1½)

960-1½

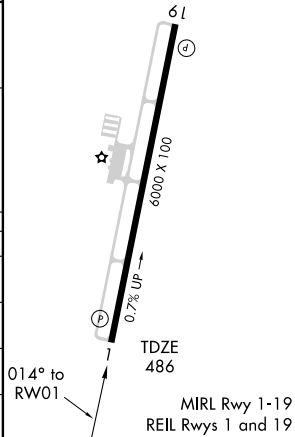
472 (500-1½)

980-1½

492 (500-1½)

1040-2

552 (600-2)



LEXINGTON-PARSONS, TENNESSEE

Orig 09239

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

35°39'N - 88°12'W

RNAV (GPS) RWY 1

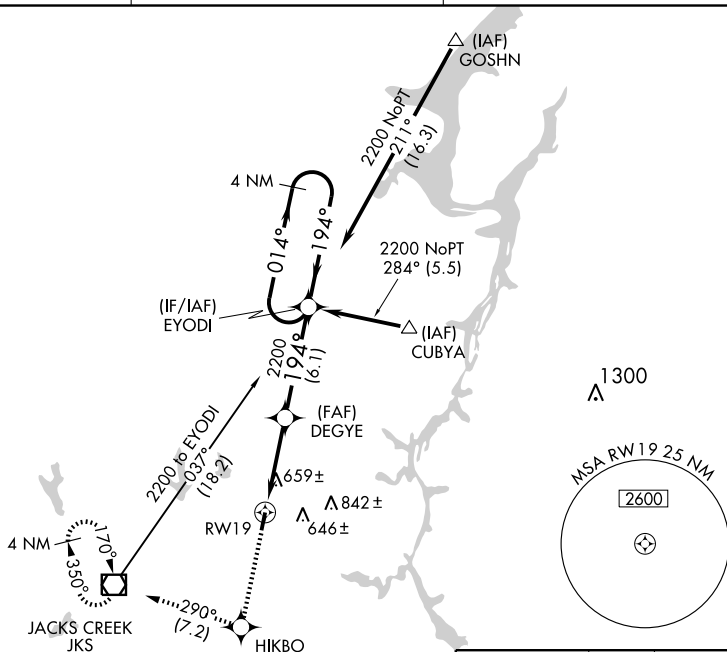
WAAS CH <b>97316</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>488</b> <b>488</b>
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## RNAV (GPS) RWY 19

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

**NA** DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Huntingdon altimeter setting.

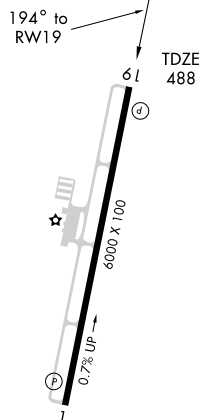
**MISSED APPROACH:** Climb to 2500 direct HIKBO and right turn via 290° track to JKS VOR/DME and hold.

AWOS-3  
**118.125**MEMPHIS CENTER  
**125.85 379.25**UNICOM  
**123.0** (CTAF)

Procedure NA for arrivals at  
JKS VOR/DME via V124 westbound.

2500	HIKBO	JKS	DEGYE	EYODI	4 NM Holding Pattern
↑	✱	☐			
*LNAV only	TRK 290°				
	*1.2 NM to RWY 19				
	1.2	3.9 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	740-1 252 (300-1)				
LNAV/VNAV DA	980-1¾ 492 (500-1¾)				
LNAV MDA	920-1 432 (500-1)	920-1¼ 432 (500-1¼)	920-1½ 432 (500-1½)		
CIRCLING	980-1¾ 492 (500-1¾)			1040-2 552 (600-2)	

ELEV 488

MIRL Rwy 1-19  
REIL Rwy 1 and 19

VOR/DME JKS  
**109.4**  
Chn. **31**

APP CRS  
065°

Rwy Idg	10
TDZE	10
Apt Elev	10

N/A  
N/A  
488

VOR-A

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

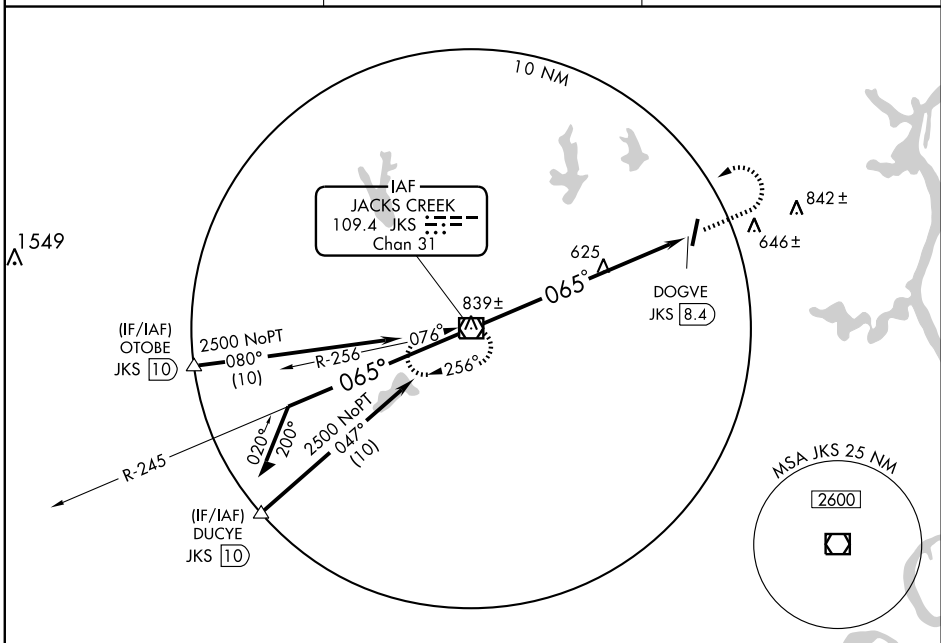
**TANA** If local altimeter setting not received, use Huntingdon altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2500 direct JKS VOR/DME and hold.

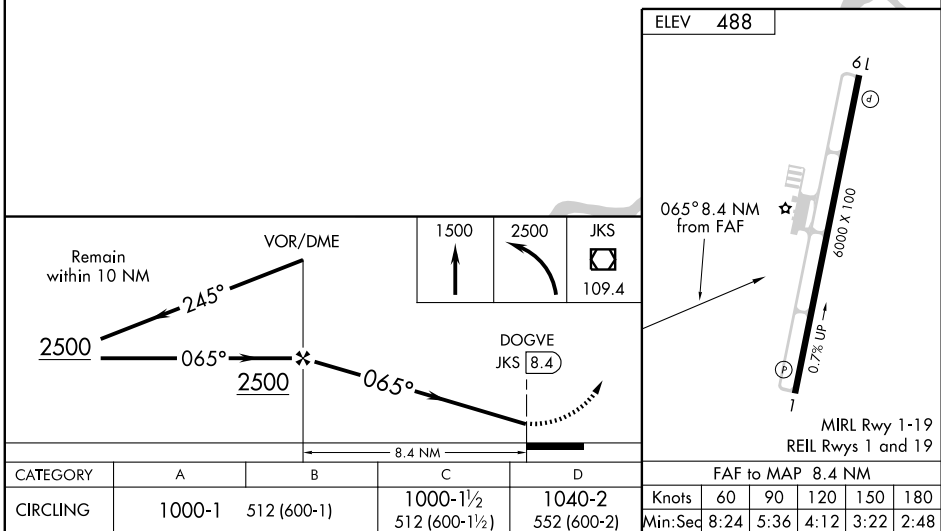
AWOS-3  
118.125

MEMPHIS CENTER  
125.85 379.25

UNICOM  
**123.0** (CTAF)



SE-1. 21 OCT 2010 to 18 NOV 2010



LEXINGTON-PARSONS, TENNESSEE

Orig-A 09239

LEXINGTON-PARSONS/BEECH RIVER RGNL (PVE)

35°39'N - 88°12'W

VOR-A

**LIVINGSTON MUNI** (8A3) 2 NE UTC-6(-5DT) N36°24.81' W85°18.63'

1372 B **FUEL** 100LL, JET A1 NOTAM FILE BNA

**RWY 03-21:** H5152X75 (ASPH) S-14, D-21 MIRL

**RWY 03:** REIL. VASI(V2L). Thld dspcd 145'. Trees.

**RWY 21:** REIL. SAVASI(S2L)—GA 4.0°TCH 21'. Trees.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. After hours call for manager 931-823-1158 for svc. Parachute Jumping. Ultralight activity invof arpt.

**WEATHER DATA SOURCES:** AWOS-3 126.175 (931) 823-3329.

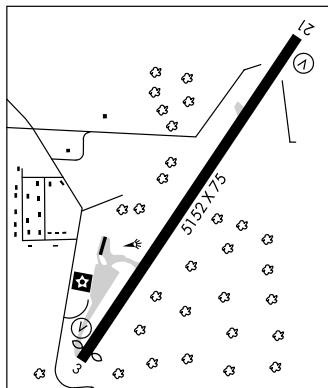
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO** 122.1R 108.4T (NASHVILLE RADIO)

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.625

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

(L) **VORTAC** 108.4 LVT Chan 21 N36°35.07' W85°10.00'  
216° 12.4 NM to fld. 1020/02W.



ST LOUIS  
H-9A, L-25A  
IAP

**LOVELL FLD** (See CHATTANOOGA)

**MADISONVILLE** N35°32.70' W84°22.98' NOTAM FILE BNA.

**NDB (MHW)** 361 MNV at Monroe Co.

ATLANTA  
L-25B

## MADISONVILLE

**MONROE CO** (MNV) 2 NW UTC-5(-4DT) N35°32.71' W84°22.82'

1031 B S3 **FUEL** 100LL, JET A1+ NOTAM FILE BNA

**RWY 05-23:** H3641X75 (ASPH) S-22, D-35 MIRL 0.8% up SW

**RWY 05:** REIL. PAPI(P2L)—GA 3.0°TCH 20'. Tree.

**RWY 23:** REIL. PAPI(P2L)—GA 3.0°TCH 20'. Thld dspcd 140'. Tree.

**AIRPORT REMARKS:** Attended 1300-2200Z±. Arpt unattended Christmas day.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (423) 442-6170.

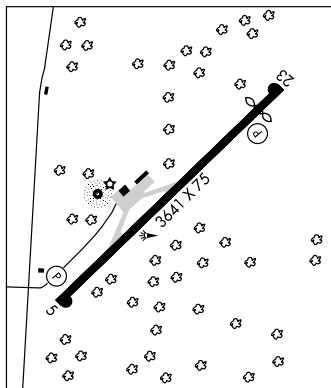
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **KNOXVILLE APP/DEP CON** 123.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

**HINCH MOUNTAIN (L) VORTAC** 117.6 HCH Chan 123 N35°46.86'  
W84°58.71' 118° 32.5 NM to fld. 3040/02W. **HIWAS.**

**MADISONVILLE NDB (MHW)** 361 MNV N35°32.70' W84°22.98'  
at fld. NOTAM FILE BNA.



ATLANTA  
L-25B  
IAP

**MARION CO-BROWN FLD** (See JASPER)

**MARK ANTON** (See DAYTON)

**MARTIN CAMPBELL FLD** (See COPPERHILL)

**MAURY CO** (See COLUMBIA/MOUNT PLEASANT)

**Mc GHEE TYSON** (See KNOXVILLE)

**McKELLAR-SIPES RGNL** (See JACKSON)

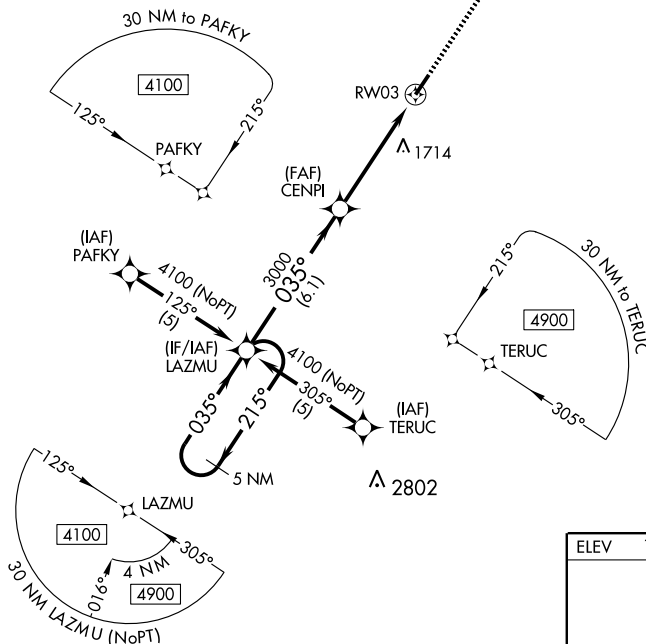
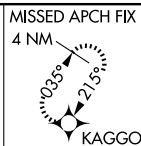
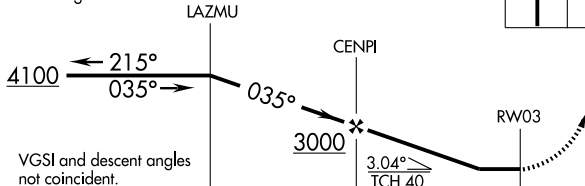
APP CRS  
**035°**Rwy ldg **5152**  
TDZE **1366**  
Apt Elev **1372****RNAV (GPS) RWY 3**

LIVINGSTON MUNI (8A3)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

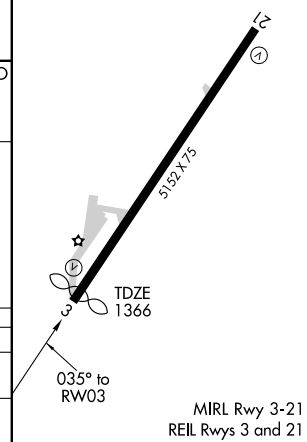
MISSED APPROACH: Climb to 4000 direct KAGGO and hold.

AWOS-3  
**126.175**INDIANAPOLIS CENTER  
**124.625 371.925**UNICOM  
**122.8 (CTAF)**ELEV **1372**5 NM  
Holding Pattern

VGSI and descent angles  
not coincident.



CATEGORY	A	B	C	D
LNAV MDA	1960-1	594 (600-1)	1960-1½ 594 (600-1½)	1960-1¾ 594 (600-1¾)
CIRCLING	1960-1 588 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)



MIRL Rwy 3-21  
REIL Rws 3 and 21

APP CRS  
**215°**

Rwy Idg **5152**  
TDZE **1372**  
Apt Elev **1372**

# RNAV (GPS) RWY 21

LIVINGSTON MUNI (8A3)

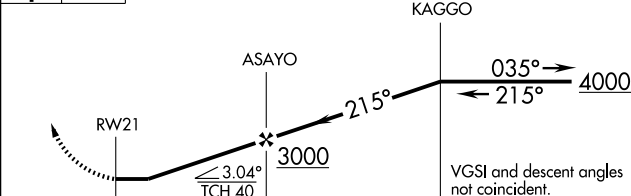
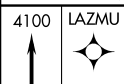
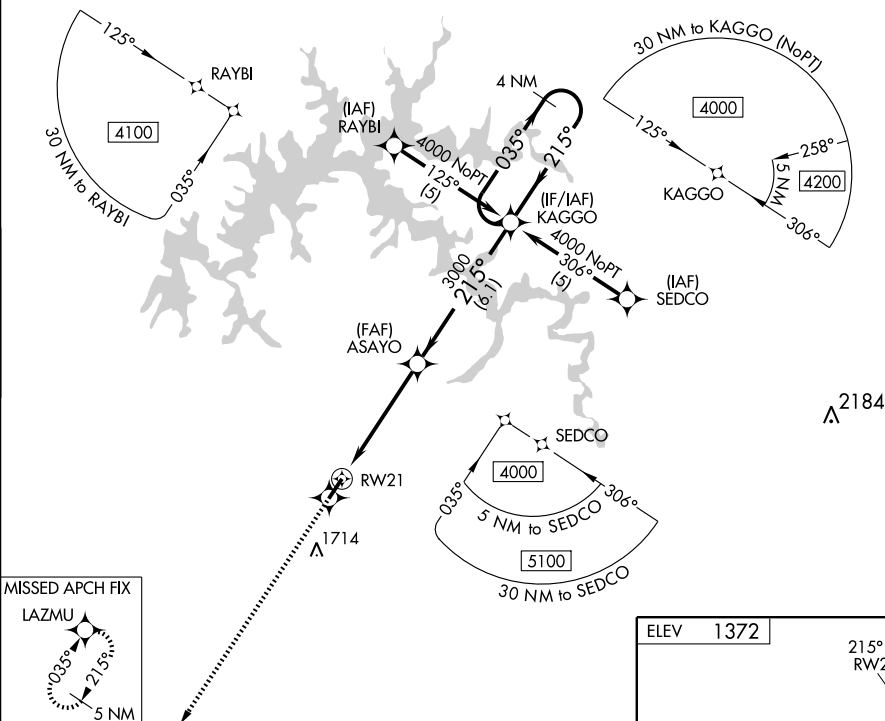
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; and LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

**MISSED APPROACH:** Climb to 4100 direct LAZMU and hold.

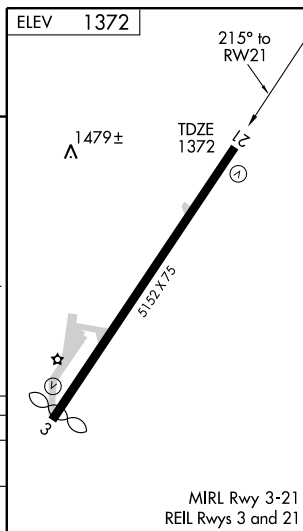
AWOS-3  
**126.175**

INDIANAPOLIS CENTER  
**124.625 371.925**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1760-1	388 (400-1)	1760-1¼	388 (400-1¼)
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)



MIRL Rwy 3-21  
REIL Rws 3 and 21

VORTAC LVT  
**108.4**  
Chan **21**

APP CRS  
**216°**

Rwy Idg **5152**  
TDZE **1372**  
Apt Elev **1372**

**VOR/DME RWY 21**  
LIVINGSTON MUNI (8A3)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

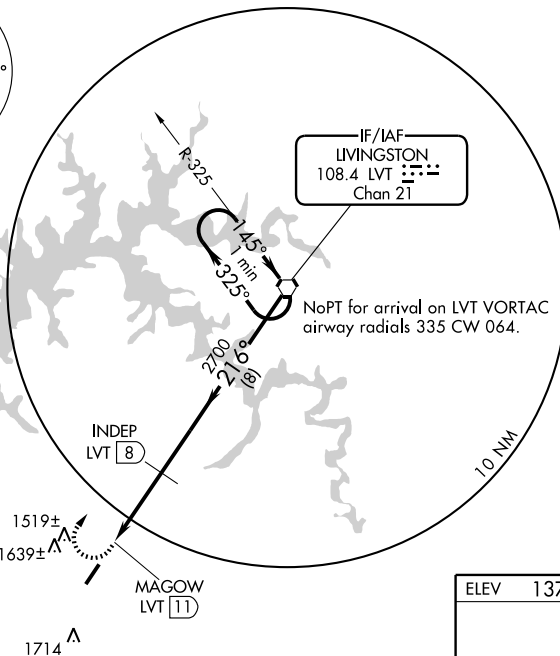
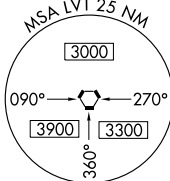
▲ NA

MISSED APPROACH: Climbing right turn to 4000 direct LVT VORTAC and hold.

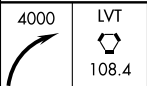
AWOS-3  
**126.175**

INDIANAPOLIS CENTER  
**124.625 371.925**

UNICOM  
**122.8** (CTAF)



▲ 2184



MAGOW  
LVT 11

INDEP  
LVT 8

VORTAC

One Minute  
Holding Pattern

3.07°

TCH 40

2700

325°

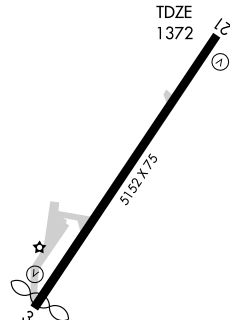
145°

VGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D
S-21	1880-1¼	508 (600-1¼)	1880-1½	508 (600-1½)
CIRCLING	1880-1¼ 508 (600-1¼)	2080-1¼ 708 (800-1¼)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

ELEV 1372

TDZE  
1372



MIRL Rwy 3-21  
REIL Rwy 3 and 21

**LIVINGSTON MUNI** (8A3) 2 NE UTC-6(-5DT) N36°24.81' W85°18.63'

1372 B **FUEL** 100LL, JET A1 NOTAM FILE BNA

**RWY 03-21:** H5152X75 (ASPH) S-14, D-21 MIRL

**RWY 03:** REIL. VASI(V2L). Thld dspcd 145'. Trees.

**RWY 21:** REIL. SAVASI(S2L)—GA 4.0°TCH 21'. Trees.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. After hours call for manager 931-823-1158 for svc. Parachute Jumping. Ultralight activity invof arpt.

**WEATHER DATA SOURCES:** AWOS-3 126.175 (931) 823-3329.

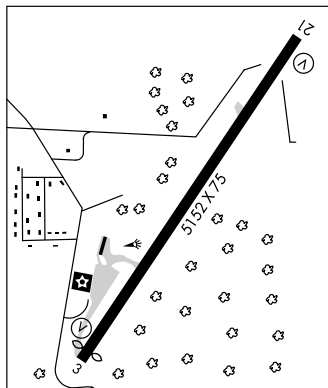
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO** 122.1R 108.4T (NASHVILLE RADIO)

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.625

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

(L) **VORTAC** 108.4 LVT Chan 21 N36°35.07' W85°10.00'  
216° 12.4 NM to fld. 1020/02W.



ST LOUIS  
H-9A, L-25A  
IAP

**LOVELL FLD** (See CHATTANOOGA)

**MADISONVILLE** N35°32.70' W84°22.98' NOTAM FILE BNA.

**NDB (MHW)** 361 MNV at Monroe Co.

ATLANTA  
L-25B

## MADISONVILLE

**MONROE CO** (MNV) 2 NW UTC-5(-4DT) N35°32.71' W84°22.82'

1031 B S3 **FUEL** 100LL, JET A1+ NOTAM FILE BNA

**RWY 05-23:** H3641X75 (ASPH) S-22, D-35 MIRL 0.8% up SW

**RWY 05:** REIL. PAPI(P2L)—GA 3.0°TCH 20'. Tree.

**RWY 23:** REIL. PAPI(P2L)—GA 3.0°TCH 20'. Thld dspcd 140'. Tree.

**AIRPORT REMARKS:** Attended 1300-2200Z±. Arpt unattended Christmas day.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (423) 442-6170.

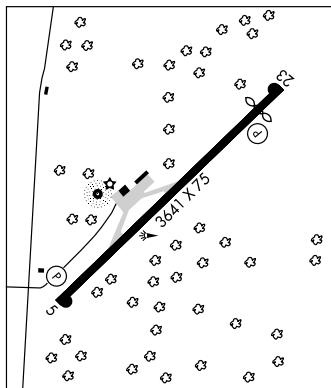
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **KNOXVILLE APP/DEP CON** 123.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

**HINCH MOUNTAIN (L) VORTAC** 117.6 HCH Chan 123 N35°46.86'  
W84°58.71' 118° 32.5 NM to fld. 3040/02W. **HIWAS.**

**MADISONVILLE NDB (MHW)** 361 MNV N35°32.70' W84°22.98'  
at fld. NOTAM FILE BNA.



ATLANTA  
L-25B  
IAP

**MARION CO-BROWN FLD** (See JASPER)

**MARK ANTON** (See DAYTON)

**MARTIN CAMPBELL FLD** (See COPPERHILL)

**MAURY CO** (See COLUMBIA/MOUNT PLEASANT)

**Mc GHEE TYSON** (See KNOXVILLE)

**McKELLAR-SIPES RGNL** (See JACKSON)



APP CRS	Rwy ldg	<b>3641</b>
<b>048°</b>	TDZE	<b>1031</b>
	Apt Elev	<b>1031</b>

## RNAV (GPS) RWY 5

MADISONVILLE/ MONROE COUNTY (MNV)

Circling to Rwy 23 NA at night. When VGSI inop, procedure NA at night. Circling NA  
 NW of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 NA When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities 1/4 mile.

MISSED APPROACH:  
 Climb to 3000 direct GAGKE  
 and via 340° track to SWELL  
 and hold.

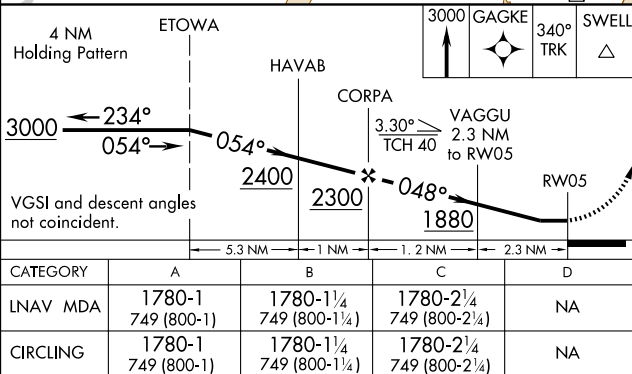
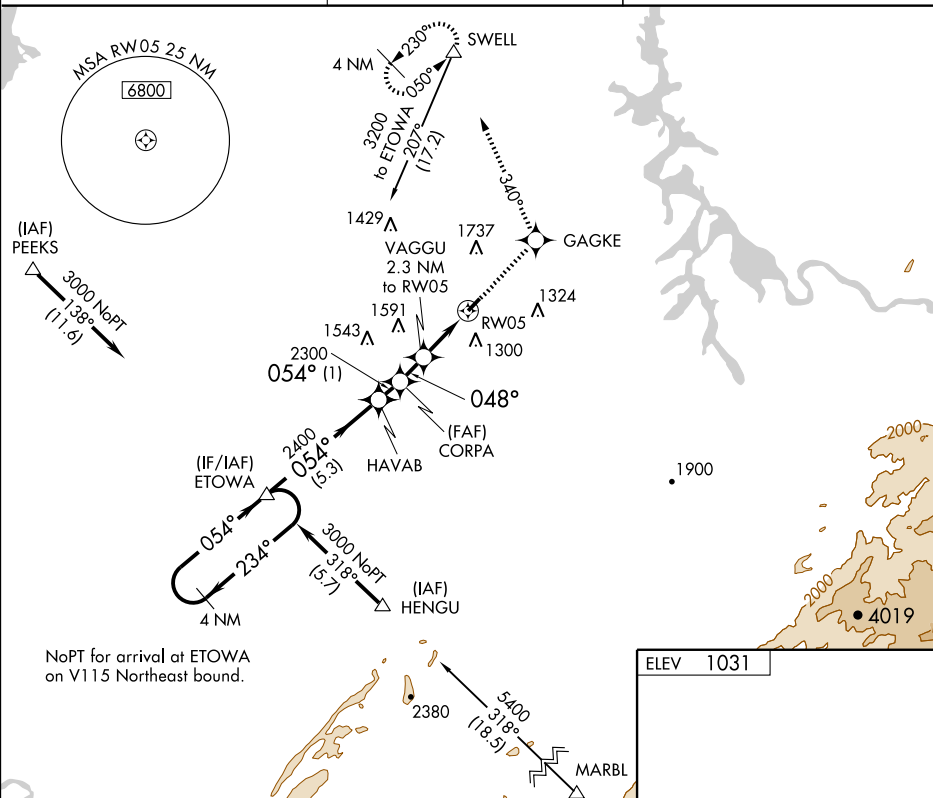
AWOS-3

**118.475**

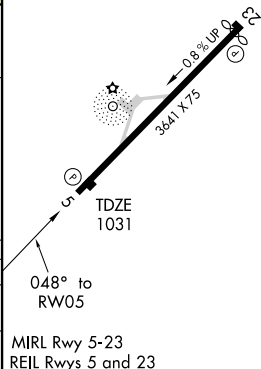
KNOXVILLE APP CON

**123.9 353.6**

UNICOM

**123.0 (CTAF)**

ELEV 1031



MADISONVILLE, TENNESSEE

Amdt 1 09127

MADISONVILLE/ MONROE COUNTY (MNV)

35°33'N-84°23'W

RNAV (GPS) RWY 5

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS **231°**  
 Rwy Idg **3501**  
 TDZE **1002**  
 Apt Elev **1031**

# RNAV (GPS) RWY 23

MADISONVILLE/ MONROE COUNTY (MNV)



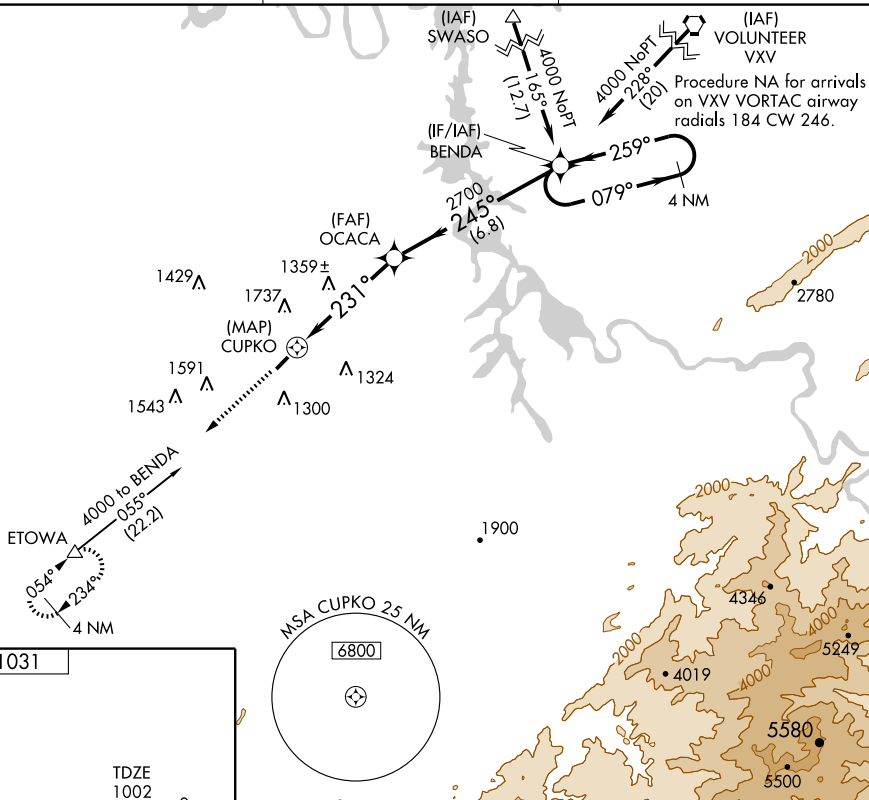
Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH:  
 Climb to 3000 direct  
 ETOWA and hold.

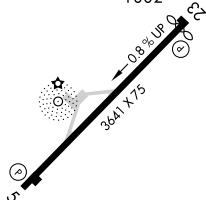
AWOS-3  
**118.475**

KNOXVILLE APP CON  
**123.9 353.6**

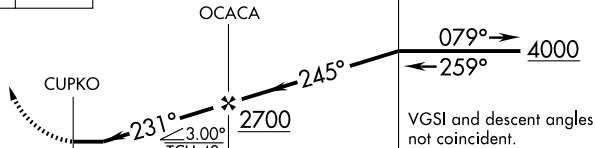
UNICOM  
**123.0 (CTAF)**



ELEV 1031

TDZE  
1002

3000  
 ETOWA  
 △



CATEGORY	A	B	C	D
LNAV MDA	1620-1	618 (600-1)	1620-1¾ 618 (600-1¾)	NA
CIRCLING	1620-1	589 (600-1)	1620-1¾ 589 (600-1¾)	NA

MIRL Rwy 5-23  
 REIL Rwys 5 and 23

MADISONVILLE, TENNESSEE

Amdt 1 09127

MADISONVILLE/ MONROE COUNTY (MNV)

35°33'N-84°23'W

# RNAV (GPS) RWY 23

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

## McKINNON

HOUSTON CO (M93) 0 W UTC-6(-5DT) N36°19.00' W87°55.00'

370 NOTAM FILE MKL

RWY 08-26: H3000X75 (ASPH) S-11, D-24

RWY 08: Tree. RWY 26: Thld displcd 210'. Trees.

AIRPORT REMARKS: Unattended. Rwy 08-26 pavement cracking and grass growing in cracks.

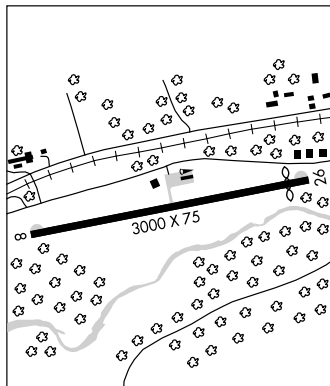
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' 234° 30.5 NM to fld. 540/01W.

ST LOUIS

L-161



## McMINN CO (See ATHENS)

## McMINNVILLE

WARREN CO MEML (RNC) 3 W UTC-6(-5DT) N35°41.92' W85°50.63'

1032 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 05-23: H5000X100 (ASPH) S-29, D-48 MIRL

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld displcd 290'. Trees.

AIRPORT REMARKS: Attended 1400-0100Z±. CLOSED Christmas. For svc after hrs call 931-668-7050. MIRL Rwy 05-23 preset on low; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.525 (931) 668-7056.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 075° 30.3 NM to fld. 814/01W.

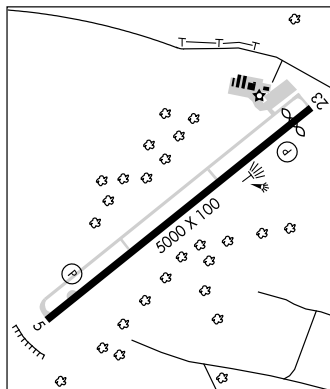
WARRI NDB (MHW) 209 RN N35°45.15' W85°45.85' 232° 5.1 NM to fld. NDB unmonitored.

ILS 111.5 I-RNC Rwy 23. LOM WARRI NDB. LOC only.

ATLANTA

H-9A, L-25A

IAP



## MEMPHIS

GENERAL DEWITT SPAIN (M01) 6 NW UTC-6(-5DT) N35°12.04' W90°03.24'

225 B S4 FUEL 100LL, JET A+ OX1, 3, 4 NOTAM FILE MKL

RWY 17-35: H3800X75 (ASPH) S-25 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Trees. Rgt tfc.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2330Z±, Sat-Sun 1400-2230Z±. Arpt unattended Thanksgiving and Christmas. Numerous radio towers 1 mile NE of airport—849' MSL (608' AGL). Fixed-wing tkf/lbg prohibited from/to grass areas.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ MEMPHIS APP CON 119.1 Ⓡ MEMPHIS DEP CON 124.65

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 342° 11.7 NM to fld. 360/01E.

SPAIN NDB (MHW) 414 SPQ N35°12.07' W90°03.07' at fld. NOTAM FILE MKL. VFR only.

MEMPHIS

L-16H

IAP

APP CRS **233°**  
 Rwy Idg **4710**  
 TDZE **1026**  
 Apt Elev **1032**

## GPS RWY 23

MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)



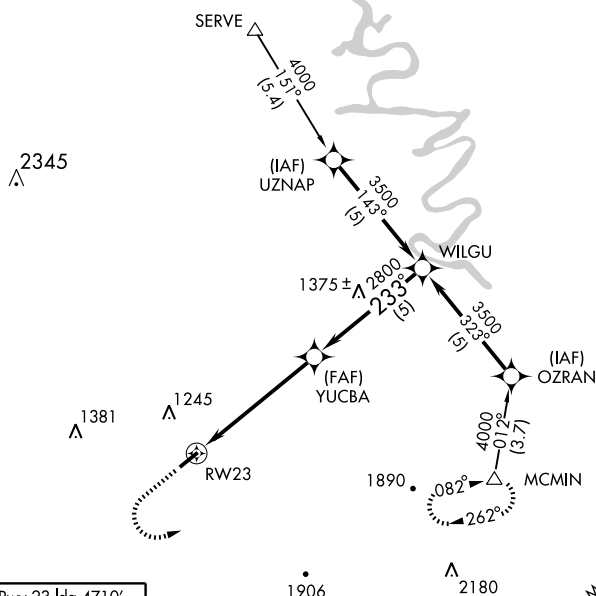
MISSED APPROACH: Climb to 2000 then climbing  
 left turn to 5000 direct MCMIN WP and hold.

AWOS-3  
**135.525**

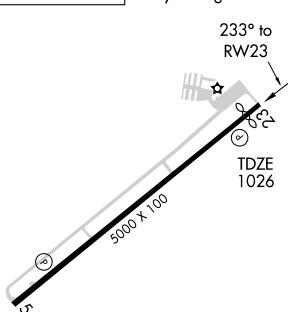
MEMPHIS CENTER  
**126.75 353.5**

GCO  
**121.725**

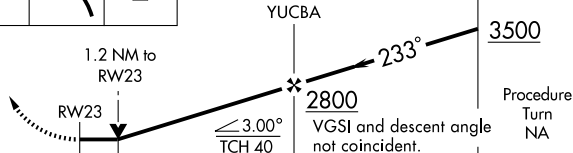
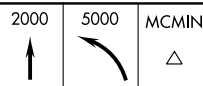
UNICOM  
**122.8 (CTAF) 0**



ELEV 1032 Rwy 23 Idg 4710'



REIL Rws 5 and 23  
 MIRL Rwy 5-23 0



CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1½	414 (500-1½)
CIRCLING	1520-1	488 (500-1)	1600-1½ 568 (600-1½)	1660-2 628 (700-2)

LOC I-RNC <b>111.5</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>4710</b> <b>1026</b> <b>1032</b>
---------------------------	------------------------	-----------------------------	---

**LOC RWY 23**

MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

**ADF REQUIRED.**  
**NA** If local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 200 feet.

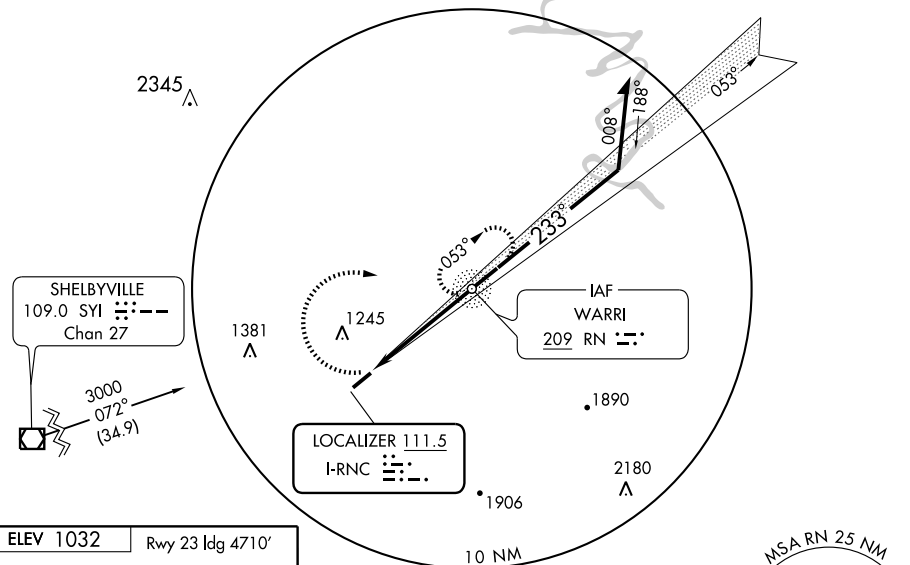
**MISSED APPROACH:** Climbing right turn to 3000 direct WARRI NDB and hold.

AWOS-3  
**135.525**

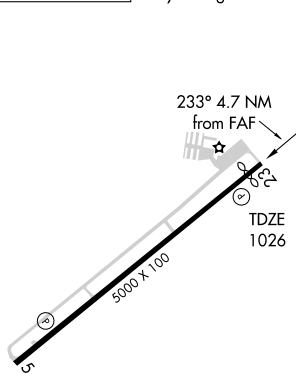
MEMPHIS CENTER  
**126.75 353.5**

GCO  
**121.725**

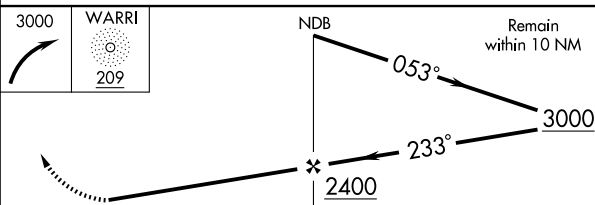
UNICOM  
**122.8** (CTAF) **1**



ELEV 1032 Rwy 23 Idg 4710'



REIL Rwy 5 and 23  
MIRL Rwy 5-23 **1**



CATEGORY	A	B	C	D
S-23	1440-1 414 (500-1)		1440-1 1/4 414 (500-1 1/4)	
CIRCLING	1520-1 488 (500-1)		1560-1 1/2 528 (600-1 1/2)	1600-2 568 (600-2)

## McKINNON

HOUSTON CO (M93) 0 W UTC-6(-5DT) N36°19.00' W87°55.00'

370 NOTAM FILE MKL

RWY 08-26: H3000X75 (ASPH) S-11, D-24

RWY 08: Tree. RWY 26: Thld displcd 210'. Trees.

AIRPORT REMARKS: Unattended. Rwy 08-26 pavement cracking and grass growing in cracks.

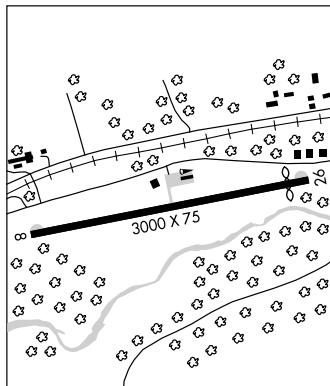
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' 234° 30.5 NM to fld. 540/01W.

ST LOUIS

L-161



McMINN CO (See ATHENS)

## McMINNVILLE

WARREN CO MEML (RNC) 3 W UTC-6(-5DT) N35°41.92' W85°50.63'

1032 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 05-23: H5000X100 (ASPH) S-29, D-48 MIRL

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld displcd 290'. Trees.

AIRPORT REMARKS: Attended 1400-0100Z±. CLOSED Christmas. For svc after hrs call 931-668-7050. MIRL Rwy 05-23 preset on low; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.525 (931) 668-7056.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 075° 30.3 NM to fld. 814/01W.

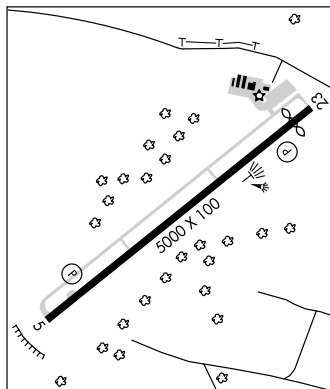
WARRI NDB (MHW) 209 RN N35°45.15' W85°45.85' 232° 5.1 NM to fld. NDB unmonitored.

ILS 111.5 I-RNC Rwy 23. LOM WARRI NDB. LOC only.

ATLANTA

H-9A, L-25A

IAP



## MEMPHIS

GENERAL DEWITT SPAIN (M01) 6 NW UTC-6(-5DT) N35°12.04' W90°03.24'

225 B S4 FUEL 100LL, JET A+ OX1, 3, 4 NOTAM FILE MKL

RWY 17-35: H3800X75 (ASPH) S-25 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Trees. Rgt tfc.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2330Z±, Sat-Sun 1400-2230Z±. Arpt unattended Thanksgiving and Christmas. Numerous radio towers 1 mile NE of airport—849' MSL (608' AGL). Fixed-wing tkf/lbg prohibited from/to grass areas.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ MEMPHIS APP CON 119.1 Ⓡ MEMPHIS DEP CON 124.65

RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 342° 11.7 NM to fld. 360/01E.

SPAIN NDB (MHW) 414 SPQ N35°12.07' W90°03.07' at fld. NOTAM FILE MKL. VFR only.

MEMPHIS

L-16H

IAP

APP CRS	Rwy Idg	<b>3800</b>
<b>152°</b>	TDZE	<b>224</b>
	Apt Elev	<b>224</b>

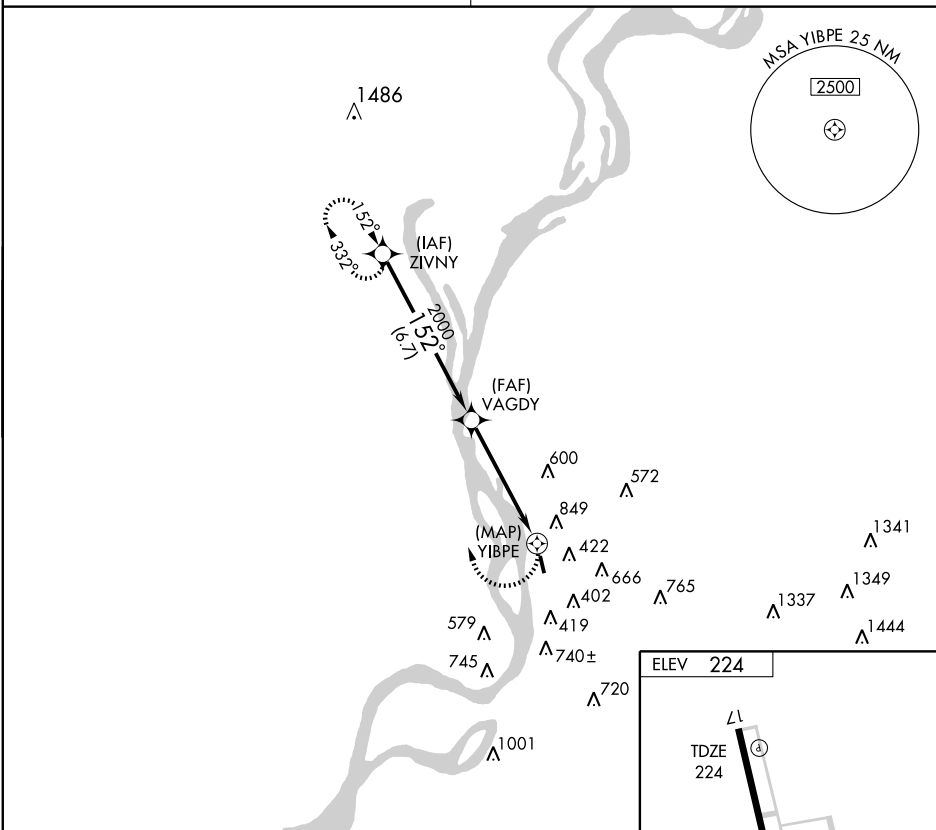
GPS RWY 17

MEMPHIS/ GENERAL DEWITT SPAIN (M01)

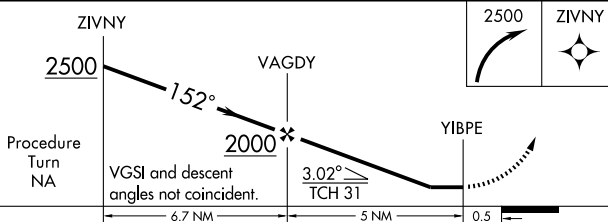
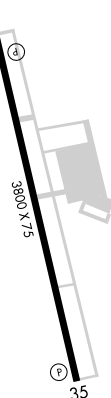


Use Memphis International altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct ZIVNY WP and hold.

MEMPHIS APP CON  
**119.1 291.6**UNICOM  
**122.7 (CTAF)**

ELEV 224

TDZE  
224Procedure  
Turn  
NAVGSI and descent  
angles not coincident.3.02°  
TCH 31

CATEGORY	A	B	C	D
S-17	1040-1 816 (900-1)	1040-1¼ 816 (900-1¼)	1040-2½ 816 (900-2½)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

MIRL Rwy 17-35  
REIL Rwy 17 and 35

VORTAC MEM <b>117.5</b> Chan <b>122</b>	APP CRS <b>162°</b>	Rwy Idg TDZE Apt Elev <b>3800</b> <b>224</b> <b>224</b>
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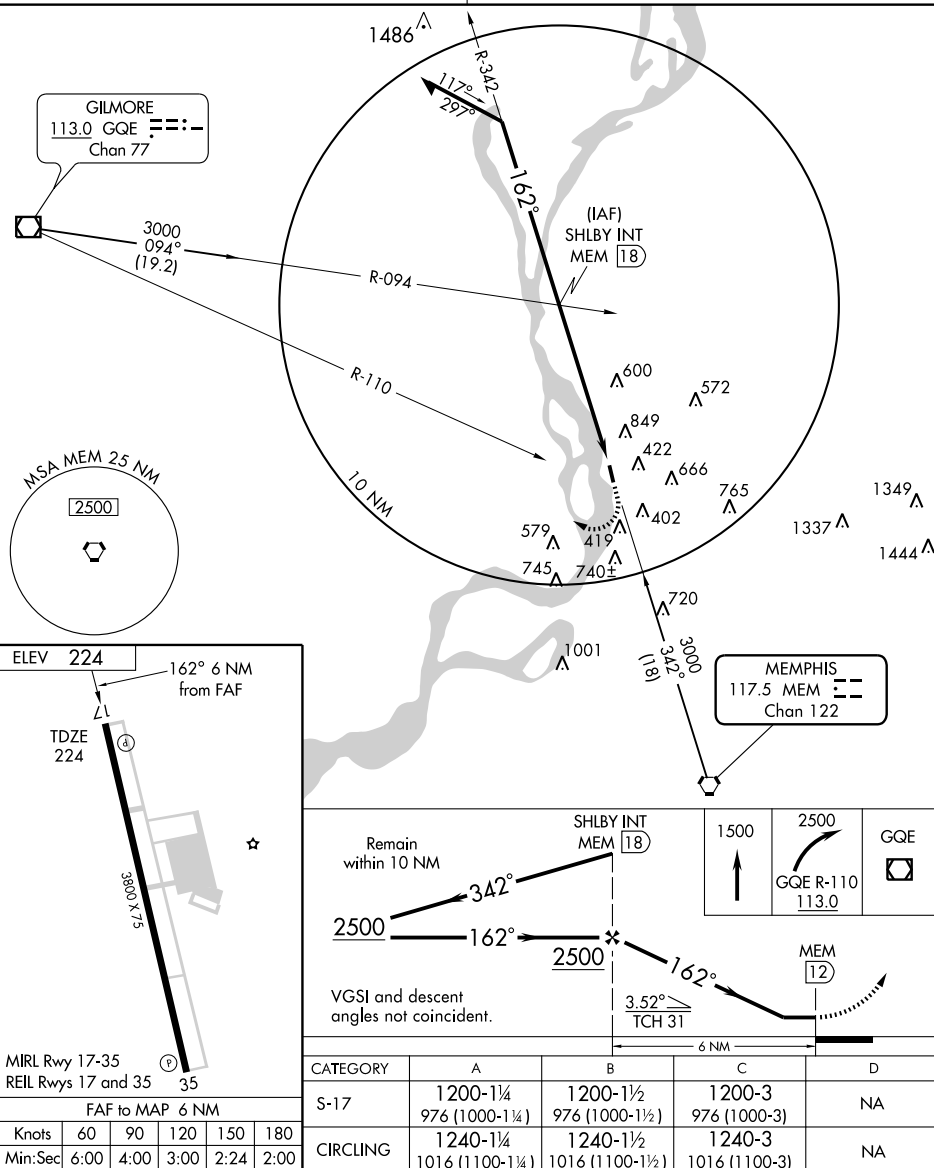
**VOR RWY 17**

MEMPHIS/GENERAL DEWITT SPAIN (M01)



Use Memphis International altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via GQE R-110 to GQE VOR/DME.

MEMPHIS APP CON  
**119.1 291.6**UNICOM  
**122.7** (CTAF)

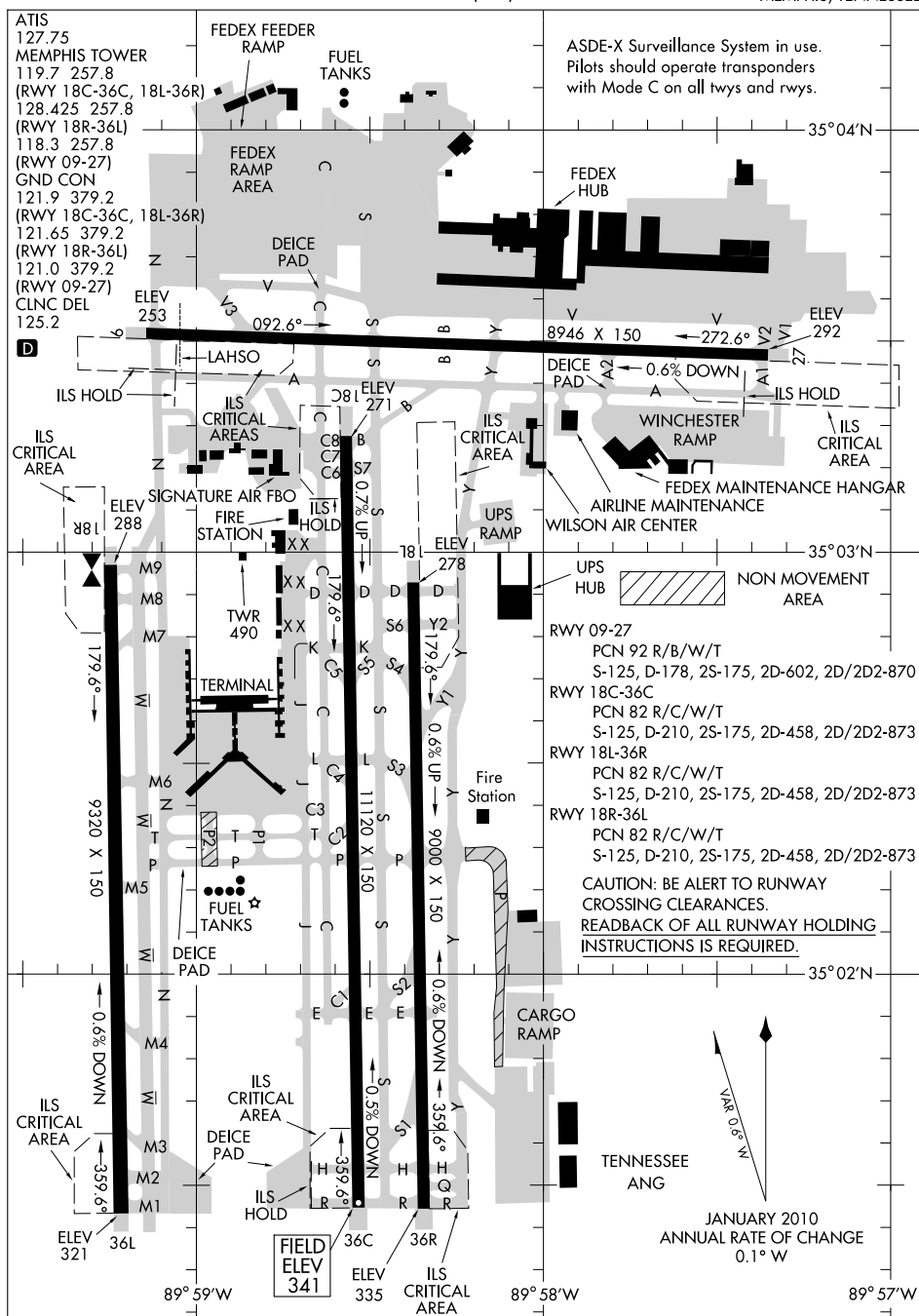
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



## AIRPORT DIAGRAM

AL-253 (FAA)

MEMPHIS INTL (MEM)  
MEMPHIS, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

MEMPHIS, TENNESSEE  
MEMPHIS INTL (MEM)

MEMPHIS INTL (MEM) 3 S UTC-6(-5DT) N35°02.55' W89°58.60'

MEMPHIS

341 B S4 FUEL 100LL, JET A OX 1, 2 LRA ARFF Index—See Remarks

H-6J, L-18G

NOTAM FILE MEM

IAP, AD

RWY 18C-36C: H11120X150 (CONC-GRVD) S-125, D-210,

2S-175, 2D-458, 2D/2D2-873 PCN 82 R/C/W/T

HIRL CL

RWY 18C: MALSR. TDZL. Pole. 0.7% up.

RWY 36C: ALSF2. TDZL. Rgt t/c. 0.5% down.

RWY 18R-36L: H9320X150 (CONC-GRVD) S-125, D-210, 2S-175,

2D-458, 2D/2D2-873 PCN 82 R/C/W/T HIRL CL

RWY 18R: MALSR. TDZL. Rgt t/c.

RWY 36L: ALSF2. TDZL. PAPI (P4L). Road. 0.6% down.

RWY 18L-36R: H9000X150 (CONC-GRVD) S-125, D-210, 2S-175,

2D-458, 2D/2D2-873 PCN 82 R/C/W/T HIRL CL

RWY 18L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73'. 0.6% up.

RWY 36R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69'. Antenna.

0.6% down.

RWY 09-27: H8946X150 (CONC-GRVD) S-125, D-178, 2S-175,

2D-602, 2D/2D2-870 PCN 92 R/B/W/T HIRL CL

RWY 09: MALSR. Pole.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 65'. Pole. 0.6% down.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 27	Twy N	8450

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA-8946	TODA-8946	ASDA-8946	LDA-8946
RWY 18L:	TORA-9000	TODA-9000	ASDA-9000	LDA-9000
RWY 18C:	TORA-11120	TODA-11120	ASDA-11120	LDA-11120
RWY 18R:	TORA-9320	TODA-9320	ASDA-9320	LDA-9127
RWY 27:	TORA-8946	TODA-8946	ASDA-8946	LDA-8946
RWY 36L:	TORA-9320	TODA-9320	ASDA-9320	LDA-9320
RWY 36C:	TORA-11120	TODA-11120	ASDA-11120	LDA-11120
RWY 36R:	TORA-9000	TODA-9000	ASDA-9000	LDA-9000

**AIRPORT REMARKS:** Attended continuously. If possible all acft conduct gnd ops with transponders on. Extensive construction on arpt. Large flocks of birds invof arpt. Read back all hold short instructions required. Arpt CLOSED to C5 and larger exc PPR arpt manager 901-922-8117. Rwy 09 touchdown and rollout runway visual range avbl. Rwy 27 touchdown and rollout runway visual range avbl. Rwy 18C touchdown, midfield and rollout runway visual range avbl. Rwy 36C touchdown, midfield and rollout runway visual range avbl. Rwy 18L touchdown, midfield and rollout runway visual range avbl. Rwy 36R touchdown, midfield and rollout runway visual range avbl. Single belly twin tandem ldg gear-max weight 621,000 lbs. PPR for taxi clnc on Twy N north of Twy V. Twy S north of Twy V and Twy C north of Twy V ctc Federal Express Ramp Twr on frequency 131.5. Helicopter ops prohibited to/from terminal bldg. Twy N North of Twy V, Twy C North of Twy V and Twy S North of Twy V designated as Non-Movement Areas. Large and Heavy Eastbound acft on Twy V for Rwy 27 Hold Short at minimum thrust area sign. Twy V between Twy B and AER 27 restricted to acft with wingspans of 171 ft 6 inches or less. Twy V between Twy S and Twy Y restricted to acft with tail height less than 65 ft 10 inches. Portions of Twy A east of Twy A-1 not visible from twr. Rwy 36R ALSF2 unmonitored. Class I, ARFF Index C. Index D ARFF equipment avbl 24 hrs per day, 7 days per week. ASDE-X surveillance system in use: pilots should operate transponders with Mode C on all twys and rwys. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Noise Abatement Procedures and Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (901) 332-3679. TDWR.**COMMUNICATIONS:** D-ATIS 127.75 UNICOM 122.95

RCO 123.65 122.2 (JACKSON RADIO) RCO 122.1R 117.5T (JACKSON RADIO)

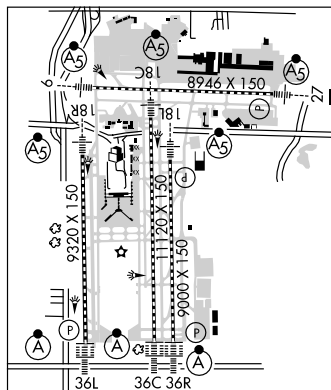
① APP CON 119.1 (176°-355°) 125.8 (356°-175°)

TOWER 118.3 (Rwy 09-27) 119.7 (Rwy 18L-36R and Rwy 18C-36C) 128.425 (Rwy 18R-36L)

GND CON 121.0 (Rwys 09-27) 121.9 (Rwy 18L-36R, and Rwy 18C-36C) 121.65 (Rwy 18R-36L) 125.2

CLNC DEL

① DEP CON 124.65 (176°-355°) 124.15 (356°-175°)

**AIRSPACE:** CLASS B See VFR Terminal Area Chart.

## CONTINUED FROM PRECEDING PAGE

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

(H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 010° 1.7 NM to fld. 360/01E.  
 ELVIS NDB (MHW/LOM) 287 ME N35°03.69' W90°04.30' 103° 4.8 NM to fld. NDB unusable byd 15 NM.  
 ILS 109.5 I-MEM Rwy 09. Class IA. LOM ELVIS NDB. LOC unusable byd 25° left of course. OM/NDB unusable byd 15 NM. LOC unusable byd 20° right of course.  
 ILS 111.95 I-SDU Rwy 18C. Class IE.  
 ILS/DME 108.9 I-OHN Chan 26 Rwy 36L. Class IIIE. BC unusable.  
 ILS 109.9 I-OOI Rwy 18R. Class IB.  
 ILS 108.7 I-JIM Rwy 27. LOC unusable byd 20° left of course.  
 ILS/DME 111.15 I-EXS Chan 48(Y) Rwy 18L. Class IB.  
 ILS/DME 111.35 I-MYO Chan 50(Y) Rwy 36R. Class IIIE.  
 ILS/DME 110.5 I-TSE Chan 42 Rwy 36C. Class IIIE.

**MERSY** N35°30.95' W88°57.42' NOTAM FILE MKL.  
 NDB (LOM) 394 MK 020° 5.4 NM to McKellar-Sipes Rgnl.

MEMPHIS

## MILLINGTON

**CHARLES W. BAKER** (2M8) 4 SW UTC-6(-5DT) N35°16.74' W89°55.89'

MEMPHIS

247 B FUEL 100LL NOTAM FILE MKL  
 RWY 18-36: H3500X75 (ASPH) S-25 MIRL  
 RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree.  
 RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree. Rgt tfc.  
 RWY 18U-36U: H1600X75 (ASPH) S-4  
 RWY 18U: Tree. RWY 36U: Trees.

L-16H  
IAP

**AIRPORT REMARKS:** Attended 1400-2230Z†. Unattended Thanksgiving and Christmas. Fixed-wing tkf/ldg prohibited from/to grass areas. Rwy 18U-36U for ultralt acft only. Rwy 18U-36U centerline stripes only.

**COMMUNICATIONS: CTAF/UNICOM 122.8**

Ⓡ MEMPHIS APP CON 125.8 Ⓡ MEMPHIS DEP CON 124.15

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 008° 16.0 NM to fld. 360/01E.  
 MILLINGTON NDB (MHW) 232 MIG N35°16.83' W89°55.98' at fld. NOTAM FILE MKL. VFR only.

**MILLINGTON RGNL JETPORT** (NQA) 1 NE UTC-6(-5DT) N35°21.40' W89°52.22'

MEMPHIS

320 B S4 FUEL 100LL, JET A+ OX 4 ARFF Index—See Remarks  
 NOTAM FILE NQA.

H-6J, L-16H  
IAP, AD

RWY 04-22: H8000X200 (ASPH-CONC-GRVD) S-150, D-170, 2S-175, 2D-309 HIRL  
 RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 73'. 0.5% up.  
 RWY 22: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 73'. Rgt tfc. 0.5% down.

**AIRPORT REMARKS:** Attended continuously Mon-Fri, Sat-Sun 1130-0100Z†. For svc after hrs call FBO 901-873-4144. Class IV, ARFF Index A. Index D avbl with prior notice. Rwy 04-22 first 1000 ft both ends and 3000 ft of NE portion not grvd. Twy B closed to air carrier ops. Rwy 22 REIL OTS indef. HIRL Rwy 04-22 and MALSR Rwy 22 preset low ints, to increase ints and ACTIVATE MALSR Rwy 22 and REIL Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.925 (901) 873-3630.

**COMMUNICATIONS: CTAF 120.25 UNICOM 122.95**

Ⓡ MEMPHIS APP CON 119.1 126.7 (176°-355°) 125.8 120.07 120.925 (356°-175°)

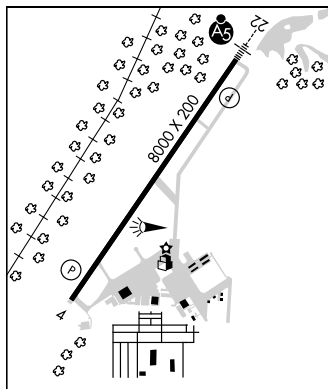
TOWER 120.25 (Mon 1500-0800Z†, Tue-Fri 1130-0800Z†, Sat-Sun 1130-0100Z†) GND CON 121.375

Ⓡ MEMPHIS DEP CON 124.65 (176°-355°) 121.0 124.15 (356°-175°)

**AIRSPACE: CLASS D** svc (Mon 1500-0800Z†, Tue-Fri 1130-0800Z†, Sat-Sun 1130-0100Z†) other times CLASS G.

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 014° 21.2 NM to fld. 360/01E.  
 NDB (MHW) 232 MIG N35°16.83' W89°55.98' 029° 5.6 NM to fld. NOTAM FILE MKL. VFR only.  
 ILS/DME 109.75 I-NQA Chan 34(Y) Rwy 22. Class IE. Unmonitored when twr clsd.



**MOCCA** N36°33.33' W82°19.08' NOTAM FILE TRI.

CINCINNATI

NDB (LOM) 299 TR 226° 6.5 NM to Tri-Cities Rgnl TN/VA. Unmonitored when twr clsd.

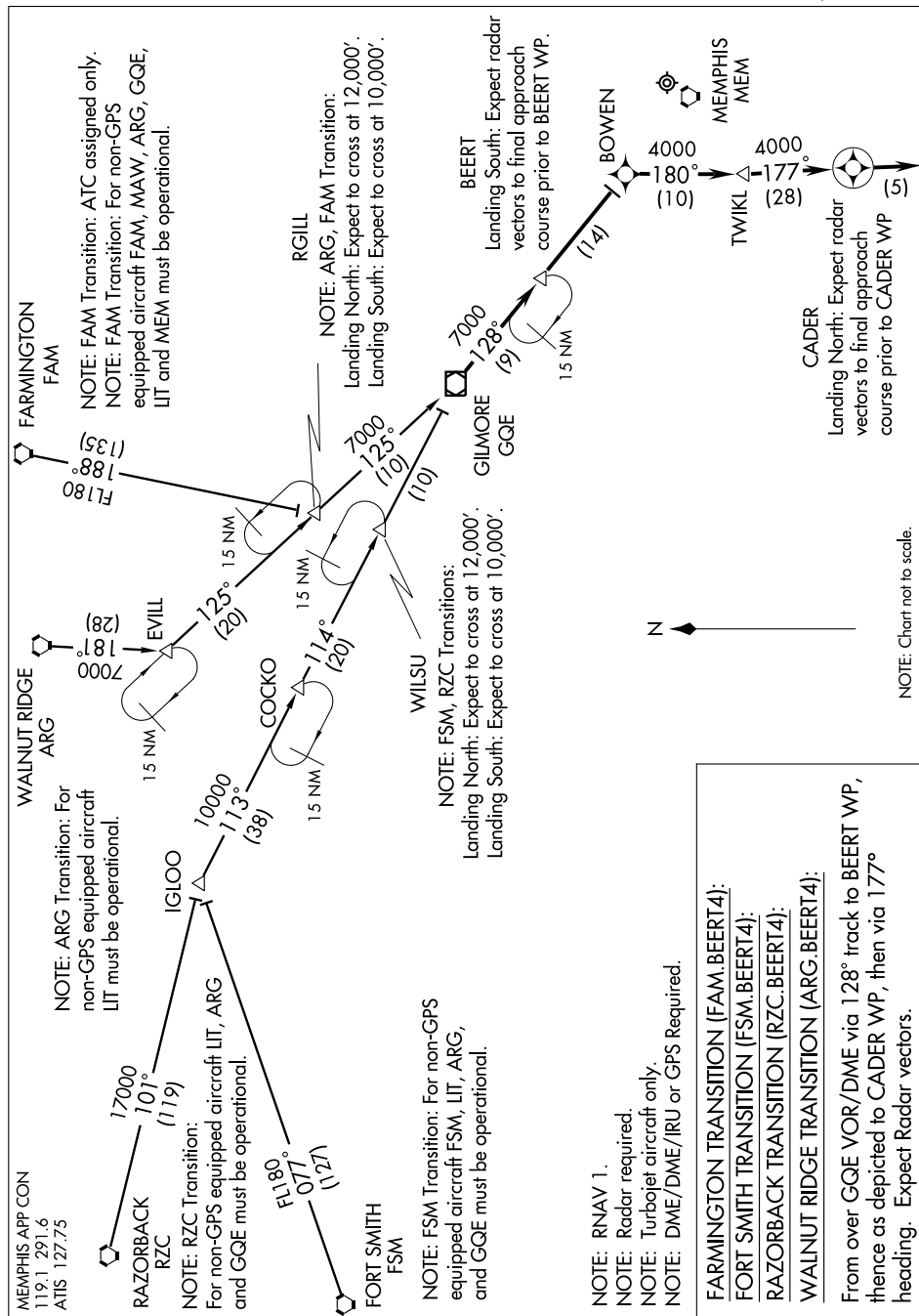
L-25C

**MONROE CO** (See MADISONVILLE)

## BEERT FOUR ARRIVAL (RNAV)

MEMPHIS INTL  
MEMPHIS, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010



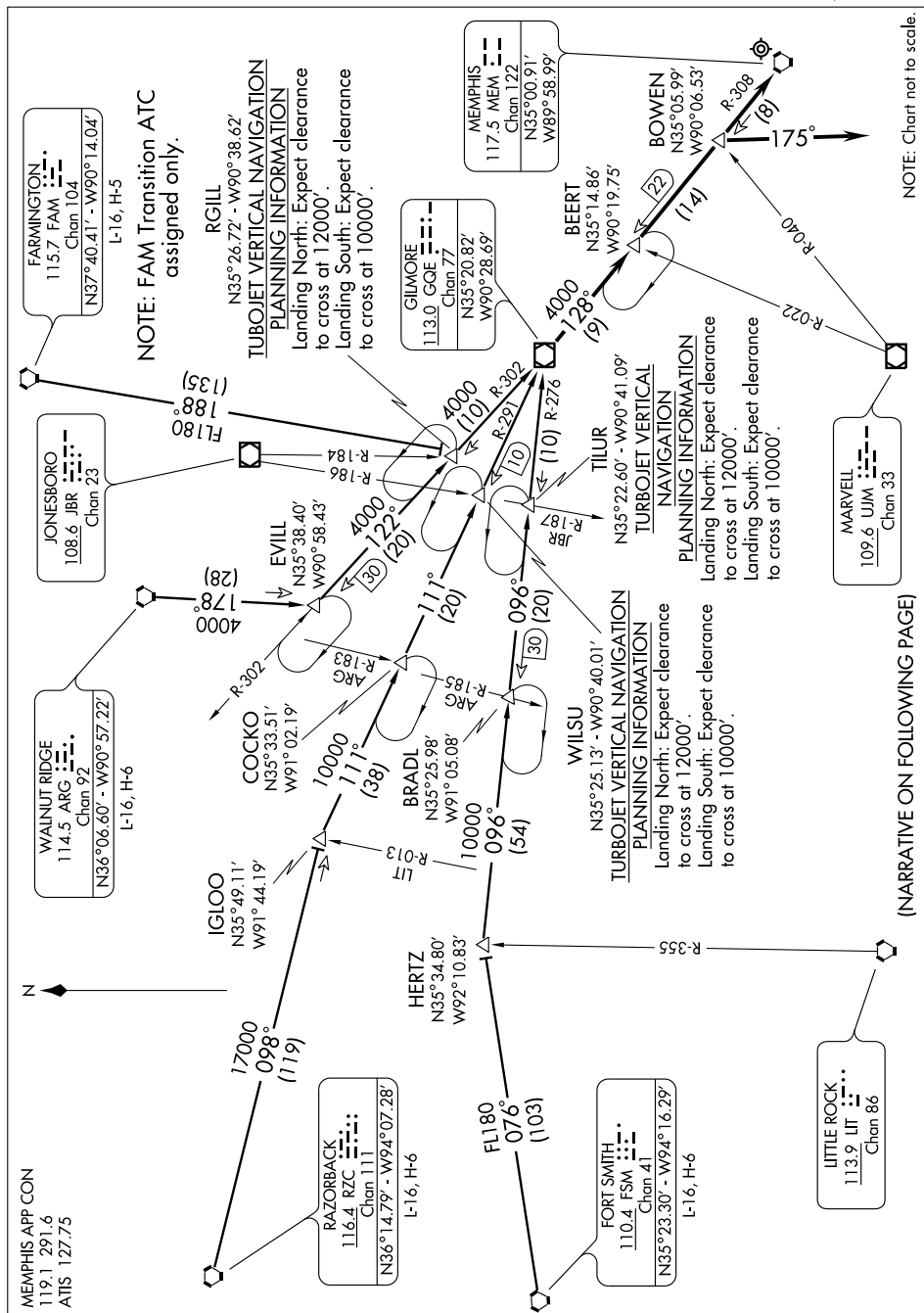
## BEERT FOUR ARRIVAL (RNAV)

(BEERT.BEERT4) 08157

MEMPHIS, TENNESSEE  
MEMPHIS INTL

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1 21 OCT 2010 to 18 NOV 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

### GILMORE THREE ARRIVAL (GQE.GQE3)

MEMPHIS, TENNESSEE  
MEMPHIS INTL

## ARRIVAL DESCRIPTION

FARMINGTON TRANSITION (FAM.GQE3): From over FAM VORTAC via FAM R-188 to RGILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . .

FORT SMITH TRANSITION (FSM.GQE3): From over FSM VORTAC via FSM R-076 to HERTZ INT, then via GQE R-276 to GQE VOR/DME. Thence. . .

RAZORBACK TRANSITION (RZC.GQE3): From over RZC VORTAC via RZC R-098 to IGLOO INT, then via GQE R-291 to GQE VOR/DME. Thence. . .

WALNUT RIDGE TRANSITION (ARG.GQE3): From over ARG VORTAC via ARG R-178 to EVILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . .

. . . FROM OVER GQE VOR/DME

TURBOJETS/TURBOPROPS LANDING NORTH: From over GQE VOR/DME via MEM R-308 to BOWEN INT. Thence heading 175° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING SOUTH: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

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## ILS or LOC RWY 9

MEMPHIS INTL (MEM)

LOC I-MEM	APP CRS	Rwy Idg	<b>8946</b>
<b>109.5</b>	<b>091°</b>	TDZE	<b>259</b>
		Apt Elev	<b>341</b>

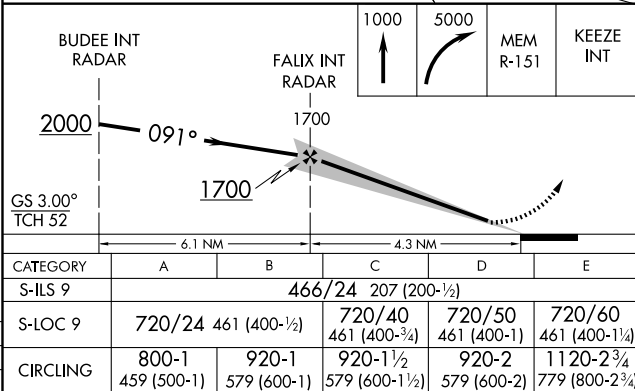
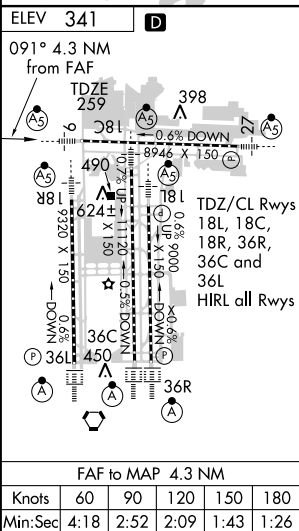
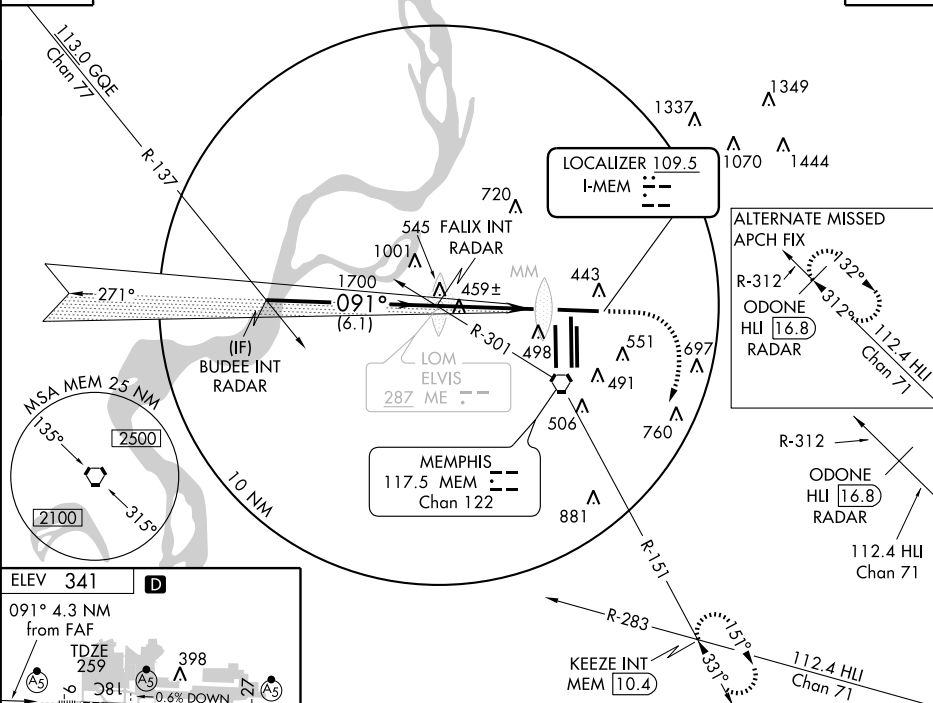
For inoperative MALSR, increase S-ILS 9 Cat. E visibility to RVR 4000 and S-LOC 9 Cat. E visibility to 1 $\frac{3}{4}$ .

MALSR  
A5

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27)	<b>121.0</b>	<b>379.2</b>
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9</b>	<b>379.2</b>
			(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L)	<b>121.65</b>	<b>379.2</b>

ATIS	<b>127.75</b>	<b>RADAR REQUIRED</b>	1449	CLNC DEL	<b>125.2</b>
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MEMPHIS, TENNESSEE

Amdt 27 10266

35°03'N-89°59'W

MEMPHIS INTL (MEM)

ILS or LOC RWY 9

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



LOC I-SDU <b>111.95</b>	APP CRS <b>178°</b>	Rwy Idg TDZE <b>290</b> Apt Elev <b>341</b>
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## ILS or LOC RWY 18C

MEMPHIS INTL (MEM)

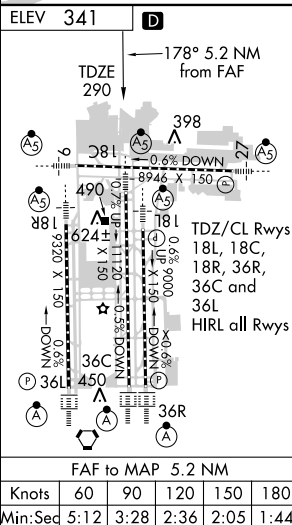
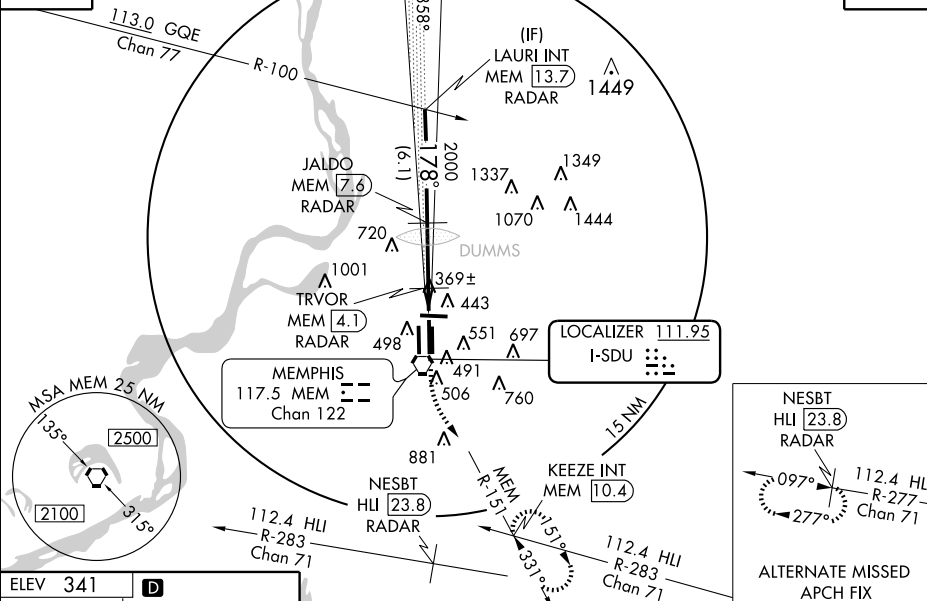
▼ For inoperative MALS, increase S-ILS 18C all Cats visibility to RVR 5000, S-LOC 18C Cat. E visibility to 2, TRVOR fix minimums increase S-LOC 18C Cat. E visibility to 1½.  
▲ DME or Radar required.



MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE IN/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON <b>119.1 291.6</b> (176°-355°) <b>125.8 338.3</b> (356°-175°)	MEMPHIS TOWER (Rwy 9-27) <b>118.3 257.8</b> (Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b> (Rwy 18R-36L) <b>128.425 257.8</b>	GND CON (Rwy 9-27) <b>121.0 379.2</b> (Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b> (Rwy 18R-36L) <b>121.65 379.2</b>
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ATIS <b>127.75</b>	<b>RADAR REQUIRED</b>	CLNC DEL <b>125.2</b>
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MEMPHIS, TENNESSEE

Amdt 1 10266

ELEV 341	<b>D</b>	LAURI INT MEM 13.7 RADAR	JALDO INT MEM 7.6 RADAR	TRVOR MEM 4.1 RADAR	KEEZE INT
3000	178°	2000	2000	900	5000
GS 3.00° TCH 54	6.1 NM	3.5 NM	1.7 NM		
CATEGORY	A	B	C	D	E
S-ILS 18C	534/18	244 (200-½)	534/24	244 (200-½)	
S-LOC 18C	860/24	570 (600-½)	860/50	860/60	860-1½
CIRCLING	860-1	920-1	920-1½	920-2	1120-2¾
	519 (600-1)	579 (600-1)	579 (600-1½)	579 (600-2)	779 (800-2¾)
TRVOR FIX MINIMUMS					
S-LOC 18C	700/24	410 (400-½)	700/40	410 (400-¾)	700/50
CIRCLING	800-1	920-1	920-1½	920-2	1120-2¾
	459 (500-1)	579 (600-1)	579 (600-1½)	579 (600-2)	779 (800-2¾)

MEMPHIS INTL (MEM)

35°03'N-89°59'W

## ILS or LOC RWY 18C

LOC/DME I-EXS <b><u>111.15</u></b> Chan <b>48</b> (Y)	APP CRS <b>178°</b>	Rwy Idg <b>9000</b> TDZE <b>301</b> Apt Elev <b>341</b>
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ILS or LOC RWY 18L  
MEMPHIS INTL (MEM)

**T** For inoperative MALSR, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to  $1\frac{3}{4}$ , BRYSN Fix Minimums, increase S-LOC 18L Cats. D and E visibility to RVR 5000. DME or Radar Required.

**A** Simultaneous approach authorized with runway 18R.

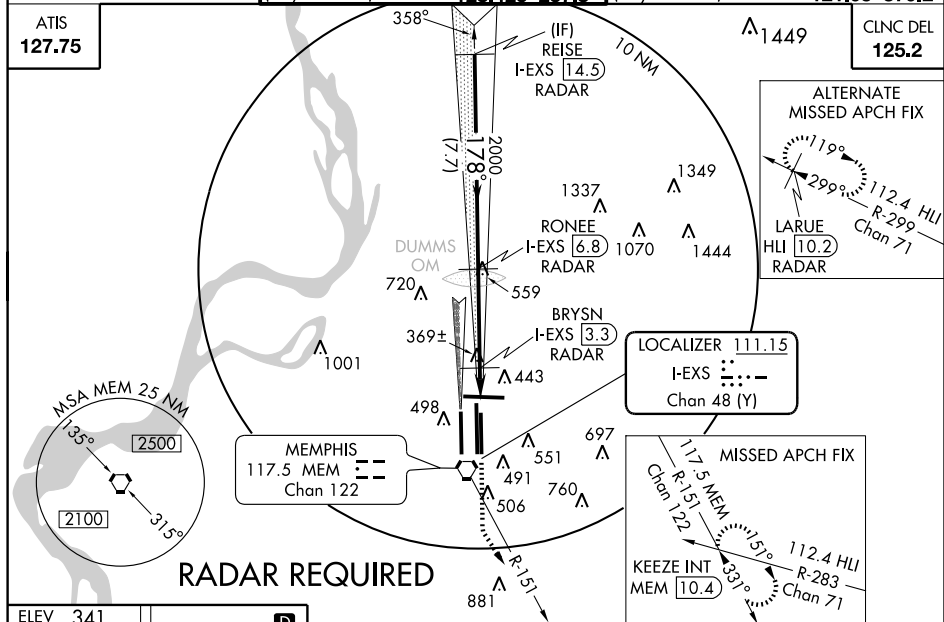
MALSR



**MISSED APPROACH:** Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27)	<b>121.0</b>	<b>379.2</b>
			(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9</b>	<b>379.2</b>
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L)	<b>121.65</b>	<b>379.2</b>

ATIS <b>127.75</b>		1449 <b>125.2</b>
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SE-1.21 OCT 2010 to 18 NOV 2010

**ELEV 341**

**178° 5.2 NM**  
from FAF

**TDZE 301**

**398**

**0.6% DOWN**

**8946 X 150**

**490**

**624**

**181**

**9320 X 150**

**DOWN**

**36L**

**36C**

**450**

**36R**

**TDZ/CL Rwy's**  
18L, 18C,  
18R, 36R,  
36C and  
36L  
**HIRL all Rwy's**

**FAF to TDZE 301 5.2 NM**

	Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44	

MEMPHIS, TENNESSEE

Amdt 2 10266

MEMPHIS INTL (MEM)

35°03'N-89°59'W

ILS or LOC RWY 18L

LOC I-001 <b>109.9</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>9127</b> <b>295</b> <b>341</b>
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## ILS or LOC RWY 18R

MEMPHIS INTL (MEM)

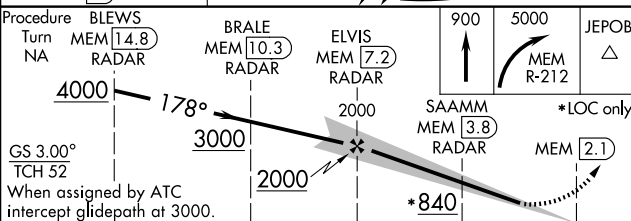
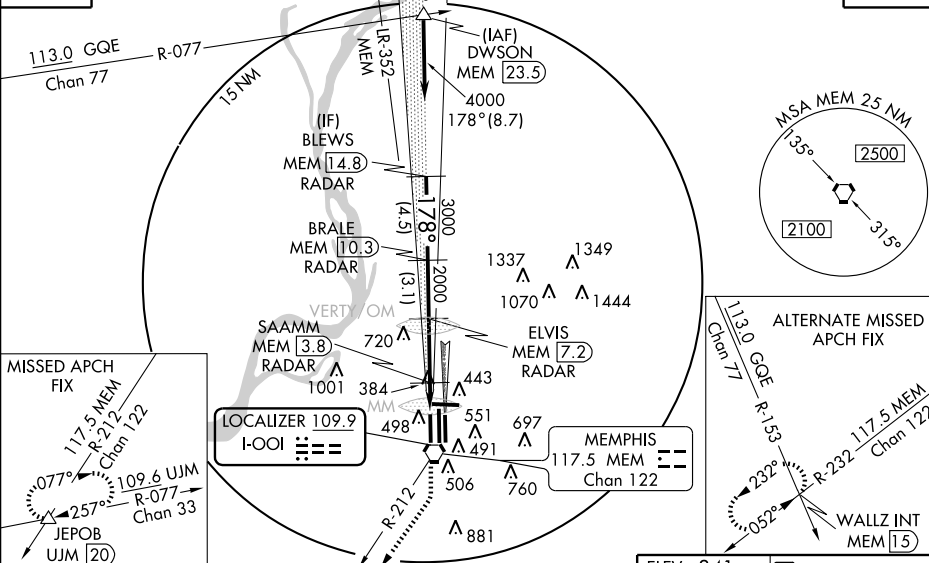
Simultaneous approach authorized with Rwy 18L. DME or RADAR Required. For inoperative MALSR, increase S-ILS 18R Cat. E visibility to RVR 4000, S-LOC 18R Cat. E visibility to 2, SAAMM FIX minimums, increase S-LOC 18R Cat. E visibility to 1½.



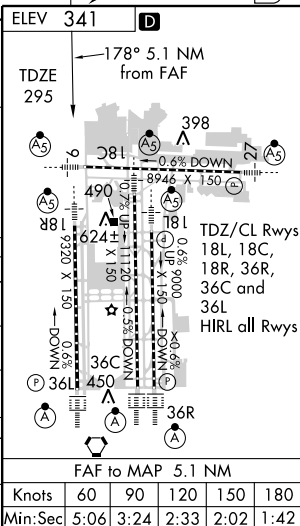
MALSR MISSED APPROACH: Climb to 900 then climbing right turn to 5000 via MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(Rwy 9-27)	<b>118.3 257.8</b>	(Rwy 9-27)	<b>121.0 379.2</b>
<b>125.8</b>	<b>338.3</b>	(Rwys 18C-36C, 18L-36R)	<b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9 379.2</b>
	(356°-175°)	(Rwy 18R-36L)	<b>128.425 257.8</b>	(Rwy 18R-36L)	<b>121.65 379.2</b>

ATIS <b>127.75</b>	CLNC DEL <b>125.2</b>
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CATEGORY	A	B	C	D	E
S-ILS 18R	495/18 200 (200-½)				495/24 200 (200-½)
S-LOC 18R	840/24	545 (500-½)	840/50 545 (500-1)	840/60 545 (500-1½)	840-1½ 545 (500-1½)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)
SAAMM FIX MINIMUMS					
S-LOC 18R	700/24	405 (400-½)	700/40 405 (400-¾)	700/50 405 (400-1)	
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	779 (800-2¾)



LOC I-JIM <b>108.7</b>	APP CRS <b>271°</b>	Rwy ldg TDZE Apt Elev	<b>8946</b> <b>292</b> <b>341</b>
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# ILS or LOC RWY 27

MEMPHIS INTL (MEM)

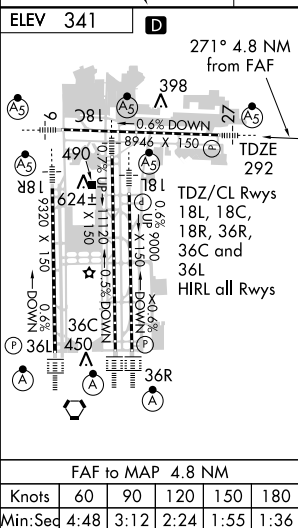
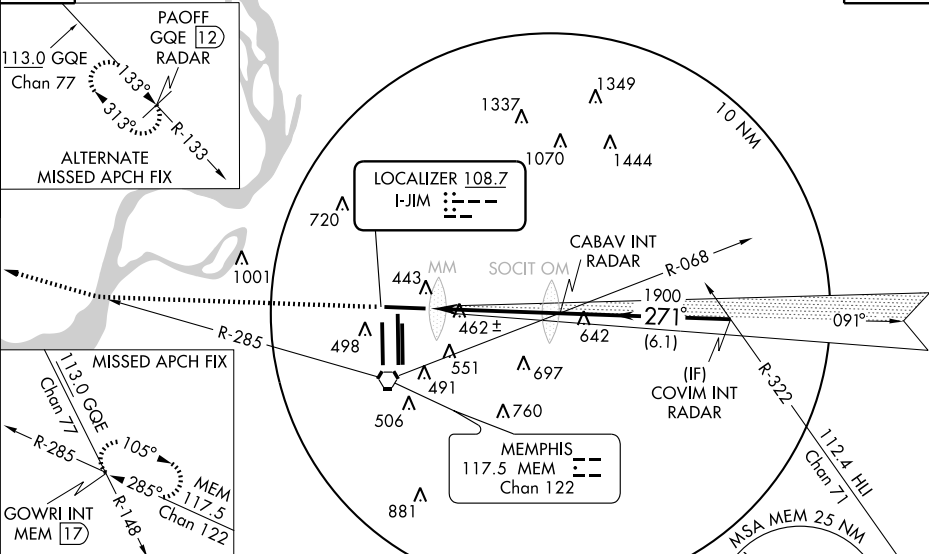
**V** For inoperative MALS, increase S-ILS 27  
Cat. E visibility to RVR 4000 and S-LOC 27  
Cat. E visibility to 1½.



**MISSED APPROACH:** Climb to 2500 and intercept MEM  
VORTAC R-285, then continue climb to 5000 via MEM  
VORTAC R-285 to GOWRI INT/MEM 17 DME and hold,  
continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b> (176°-355°)	(Rwy 9-27)	<b>118.3 257.8</b>	(Rwy 9-27)	<b>121.0 379.2</b>
<b>125.8</b>	<b>338.3</b> (356°-175°)	(Rwys 18C-36C, 18L-36R)	<b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9 379.2</b>
		(Rwy 18R-36L)	<b>128.425 257.8</b>	(Rwy 18R-36L)	<b>121.65 379.2</b>

ATIS <b>127.75</b>	<b>RADAR REQUIRED</b>	CINC DEL <b>125.2</b>
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2500	MEM R-285	5000	GOWRI INT	CABAV INT RADAR	COVIM INT RADAR
VGS and ILS Glidepath not coincident.					
GS 3.00° TCH 54					
CATEGORY	A	B	C	D	E
S-ILS 27	492/24 200 (200-½)				
S-LOC 27	720/24	428 (400-½)	720/40 428 (400-¾)	720/50	428 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

LOC/DME I-TSE <b><u>110.5</u></b> Chan <b>42</b>	APP CRS <b>358°</b>	Rwy Idg <b>11120</b> TDZE <b>341</b> Apt Elev <b>341</b>
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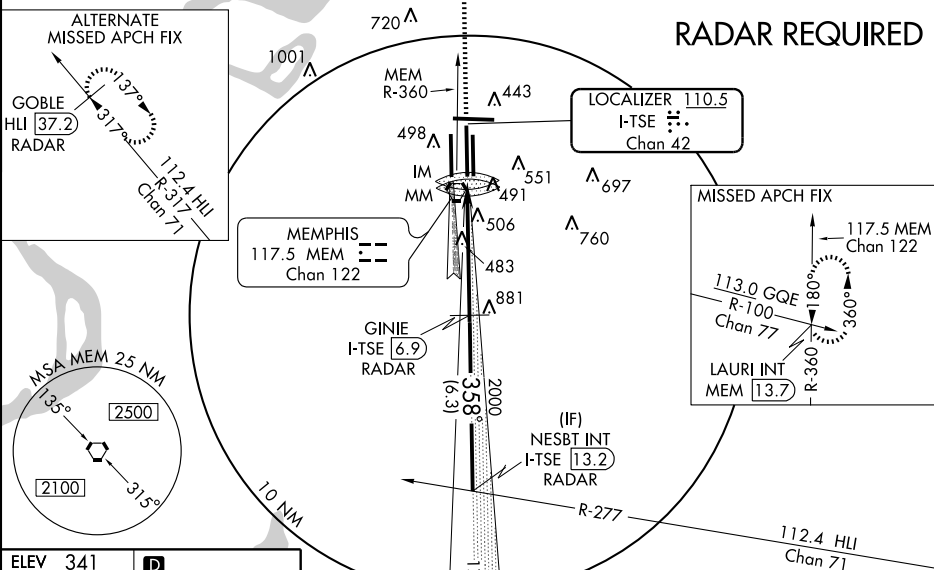
## ILS or LOC RWY 36C

MEMPHIS INTL (MEM)

	<p>For inoperative ALSF-2, increase S-ILS 36C Cat. E visibility to RVR 4000 and S-LOC 36C Cat. E visibility to 1½. DME or Radar required.</p>	<p>ALSF-2</p> 	<p>MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.</p>
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MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27)	<b>121.0</b>	<b>379.2</b>
			(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9</b>	<b>379.2</b>
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L)	<b>121.65</b>	<b>379.2</b>

ATIS <b>127.75</b>		CLNC DEL <b>125.2</b>
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FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

<p>3000 ↑ MEM R-360</p> <p>LAURI INT</p> <p>I-TSE 1.9</p> <p>MM</p> <p>I-TSE 3</p> <p>GINIE I-TSE 6.9 RADAR</p> <p>2000</p> <p>358°</p> <p>NESBT INT I-TSE 13.2 RADAR</p> <p>3000</p> <p>GS 3.00° TCH 60</p> <p>0.1 0.2 0.7 3.9 NM 6.3 NM</p>					
CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	740/24 399 (400-½)		740/40 399(400-¾)	740/50 399(400-1)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

## ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

LOC/DME I-OWN <b>108.9</b> Chan <b>26</b>	APP CRS <b>358°</b>	Rwy ldg <b>9320</b> TDZE <b>321</b> Apt Elev <b>341</b>
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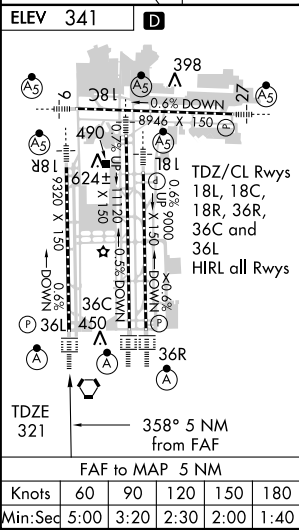
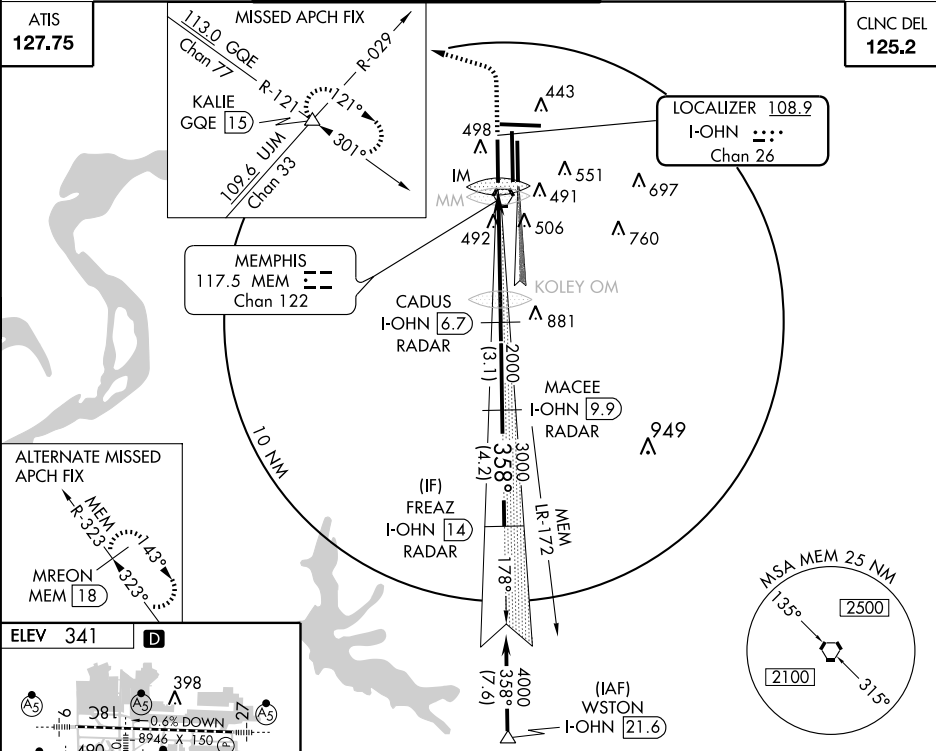
Simultaneous approach authorized with runway 36R.  
For inoperative ALSF, increase S-ILS 36L Cat. E visibility to RVR 4000 and S-LOC 36L visibility to 1½.  
DME or Radar required.

ALSF-2



MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27) <b>118.3</b> <b>257.8</b>	(Rwy 9-27) <b>121.0</b> <b>379.2</b>	
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwys 18C-36C, 18L-36R) <b>119.7</b> <b>257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9</b> <b>379.2</b>	
			(Rwy 18R-36L) <b>128.425</b> <b>257.8</b>	(Rwy 18R-36L) <b>121.65</b> <b>379.2</b>	



1000	5000	KALIE △	CADUS I-OWN [6.7] RADAR	MACCEE I-OWN [9.9] RADAR	FREAZ I-OWN [14] RADAR
hdg 330° GQE R-121	I-OWN [1.7]	I-OWN [2.9]	2000	358°	4000
IM	2000	3000	358°	4000	GS 3.00° TCH 59
0.1	1 NM	3.9 NM	3.1 NM	4.2 NM	
CATEGORY	A	B	C	D	E
S-ILS 36L	521/18	200 (200-½)			521/24 200 (200-½)
S-LOC 36L	760/24	439 (500-½)	760/40 439 (500-¾)	760/50	439 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

LOC/DME I-MYO <b>111.35</b> Chan <b>50 (Y)</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>335</b> <b>341</b>
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## ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

**▼** For inoperative ALSF, increase S-ILS 36R Cat. E visibility to RVR 4000 and S-LOC 36R Cat. E visibility to 1½.  
**▲** Simultaneous approach authorized with Rwy 36L.  
 DME or Radar required.

ALSF-2

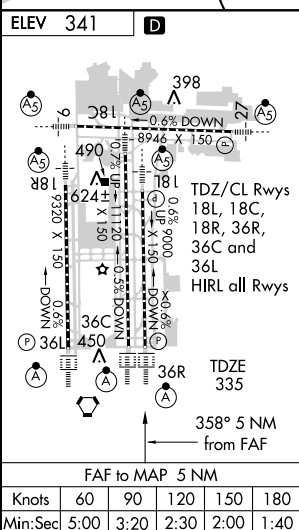
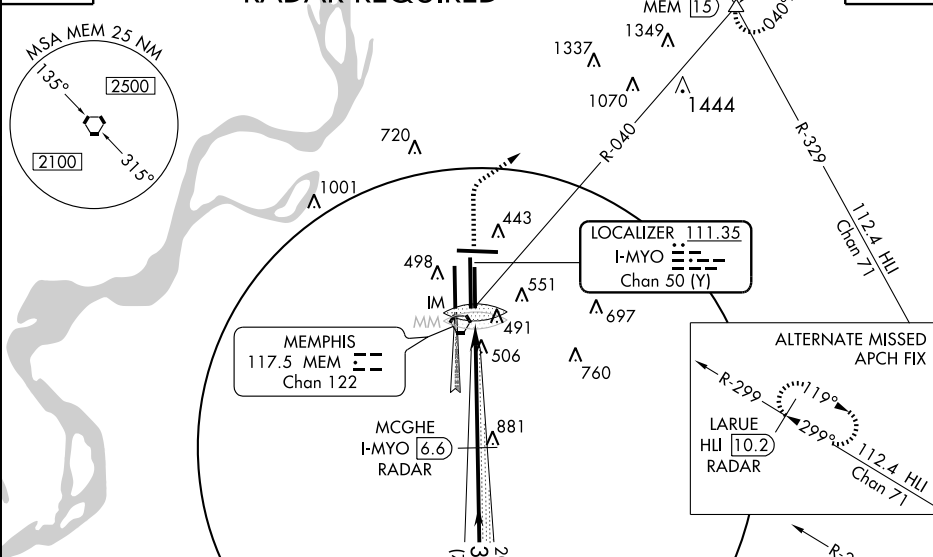


MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(Rwy 9-27)	<b>118.3</b>	(Rwy 9-27)	<b>121.0</b>
<b>125.8</b>	<b>338.3</b>	(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9</b>
	(356°-175°)	(Rwy 18R-36L)	<b>128.425</b>	(Rwy 18R-36L)	<b>379.2</b>
			<b>257.8</b>		<b>121.65</b>
					<b>379.2</b>

ATIS <b>127.75</b>				CLNC DEL <b>125.2</b>
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## RADAR REQUIRED



ELEV 341	<b>D</b>				
1000	5000	MEM R-040	OROCU	MCGHE I-MYO (6.6) RADAR	HADAN I-MYO (14) RADAR
	hdg 070°			2000	3000
				358°	2000
				VGSI and ILS glidepath not coincident.	GS 3.00° TCH 58
				0.1	1.1
				3.8 NM	7.3 NM
CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)				
S-LOC 36R	760/24	425 (500-½)	760/40	425 (500-¾)	760/50 425 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

MEMPHIS, TENNESSEE

Amdt 3 10266





MEMPHIS INTL (MEM)

35°03'N-89°59'W

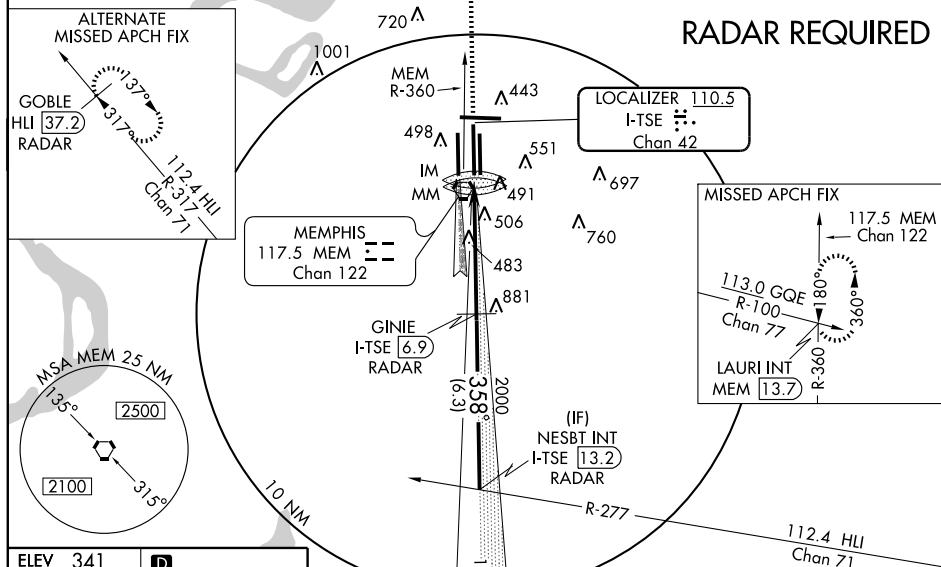
## ILS or LOC RWY 36R

LOC/DME I-TSE <b><u>110.5</u></b> Chan <b>42</b>	APP CRS <b>358°</b>	Rwy Idg <b>11120</b> TDZE <b>341</b> Apt Elev <b>341</b>
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ILS RWY 36C (CAT II)  
MEMPHIS INTL (MEM)

 		DME or Radar Required.		ALSF-2  	MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.	
MEMPHIS APP CON		MEMPHIS TOWER			GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65 379.2

ATIS <b>127.75</b>		1337 $\Delta$ $\Delta$ 1349 1070 $\Delta$ $\Delta$ 1444	CLNC DEL <b>125.2</b>
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3000  
↑  
MEM R-360

LAURI INT

341 MSL

DH RA 118

IM

MM

GINIE I-TSE 6.9 RADAR

NESBT INT I-TSE 13.2 RADAR

2000

358°

2000

3000

GS 3.00°  
TCH 60

170°

76°

1584'

4.6 NM

6.3 NM

CATEGORY

A

B

C

D

S-ILS 36C

RA 118/12

100 DA 441



CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



LOC/DME I-TSE <b><u>110.5</u></b> Chan <b>42</b>	APP CRS <b>358°</b>	Rwy Idg <b>11120</b> TDZE <b>341</b> Apt Elev <b>341</b>
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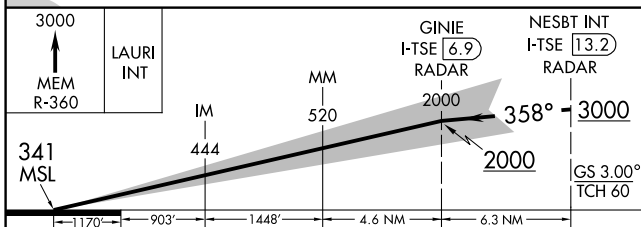
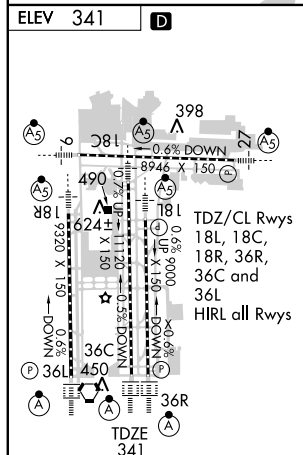
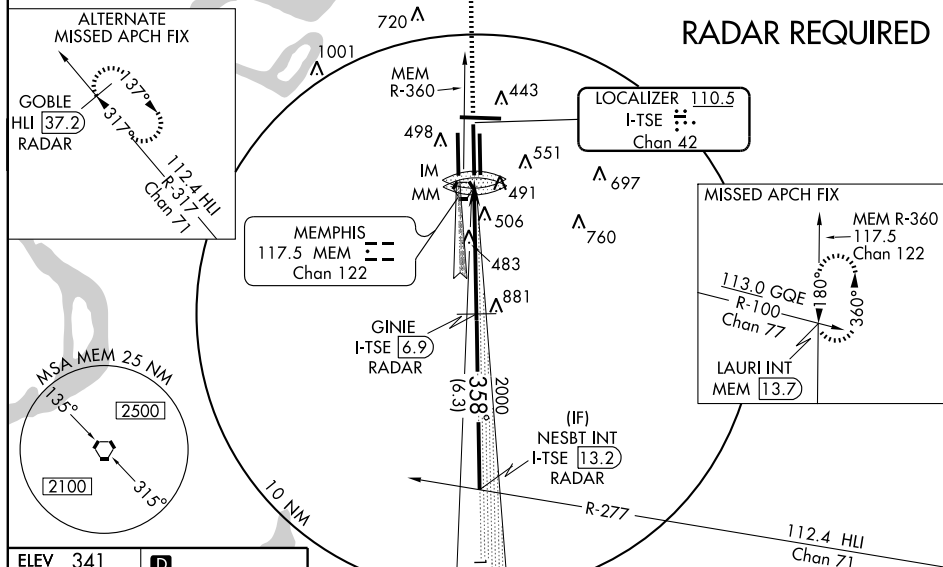
ILS RWY 36C (CAT III)

MEMPHIS INTL (MEM)

 DME or Radar Required.	ALSF-2 	<b>MISSED APPROACH:</b> Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.
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MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27)		<b>121.0 379.2</b>
			(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R)		<b>121.9 379.2</b>
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L)		<b>121.65 379.2</b>

<p>ATIS <b>127.75</b></p>		<p>CLNC DEL <b>125.2</b></p>
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CATEGORY	A	B	C	D
S-ILS 36C		Cat IIIa	RVR 07	
S-ILS 36C		Cat IIIb	RVR 03	
S-ILS 36C		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-OHN <b>108.9</b> Chgn <b>26</b>	APP CRS <b>358°</b>	Rwy Idg <b>9320</b> TDZE <b>321</b> Apt Elev <b>341</b>
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## ILS RWY 36L (CAT II)

MEMPHIS INTL (MEM)



Simultaneous approach authorized with runway 36R.  
DME or Radar required.

ALSF-2



**MISSED APPROACH:** Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b> (176°-355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27)
<b>125.8</b>	<b>338.3</b> (356°-175°)	(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R)
		(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L)
					<b>121.65</b> <b>379.2</b>

ATIS <b>127.75</b>			CLNC DEL <b>125.2</b>
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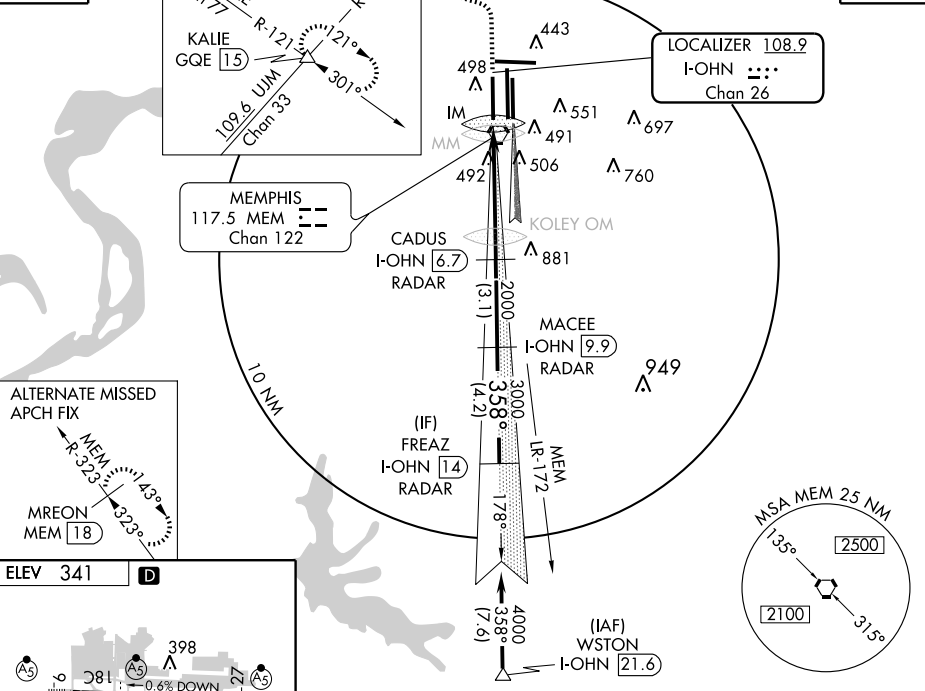


Diagram illustrating the Category II ILS - Special Aircrew & Aircraft Certification Required for S-ILS 36L. The diagram shows the glidepath (358°) and the associated radar coverage area. Key points include:

- 321 MSL** (Mean Sea Level) at the start of the glidepath.
- 1300'** distance from the start of the glidepath to the 2000 feet point.
- 780'** distance from the 2000 feet point to the IM (Intermediate Minimum) point.
- 4.9 NM** distance from the IM point to the 2000 feet point.
- 3.1 NM** distance from the 2000 feet point to the 3000 feet point.
- 4.2 NM** distance from the 3000 feet point to the 4000 feet point.
- 358°** glidepath angle.
- 2000**, **3000**, and **4000** feet altitude markers.
- When assigned by ATC, intercept glidepath at 3000** (feet).
- RA 100/12** (Runway Alignment) and **100 DA 421** (Decision Altitude).
- Category II ILS - Special Aircrew & Aircraft Certification Required**.

LOC/DME I-OHN <b>108.9</b> Chan <b>26</b>	APP CRS <b>358°</b>	Rwy Idg <b>9320</b> TDZE <b>321</b> Apt Elev <b>341</b>
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ILS RWY 36L (CAT III)

MEMPHIS INTL (MEM)

**T** Simultaneous approach authorized with runway 36R.  
**A** DME or Radar required.

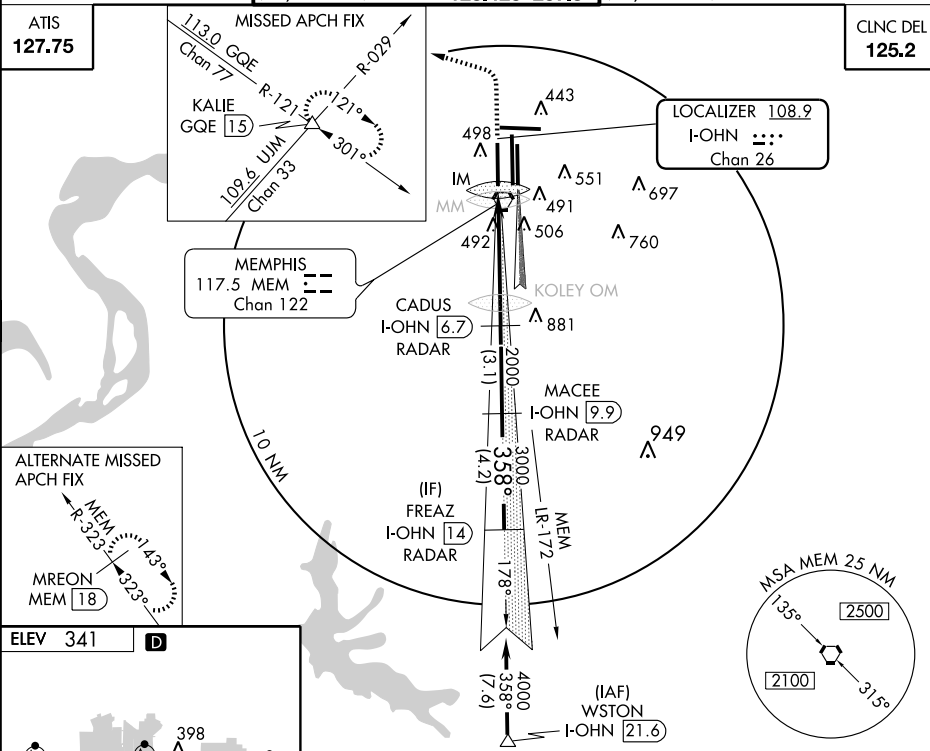
ALSF-2



**MISSED APPROACH:** Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27)	<b>118.3 257.8</b>	(Rwy 9-27)	<b>121.0 379.2</b>
			(Rwys 18C-36C, 18L-36R)	<b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9 379.2</b>
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwy 18R-36L)	<b>128.425 257.8</b>	(Rwy 18R-36L)	<b>121.65 379.2</b>

ATIS <b>127.75</b>	MISSED APCH FIX 113.0 GQF Chan 120.29	CLNC DEL <b>125.2</b>
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ELEV 341

D

398

381

36L

36R

371

36C

450

490

481

478

430

320

310

300

290

280

270

260

250

240

230

220

210

200

190

180

170

160

150

140

130

120

110

100

90

80

70

60

50

40

30

20

10

0

TDZ/CL Rwy's  
18L, 18C,  
18R, 36R,  
36C and  
36L  
HIRL all Rwy's

CATEGORY	A	B	C	D
S-ILS 36L		CAT IIIa	RVR 07	
S-ILS 36L		CAT IIIb	RVR 03	
S-ILS 36L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-MYO <b>111.35</b> Chan <b>50</b> (Y)	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>335</b> <b>341</b>
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# ILS RWY 36R (CAT II)

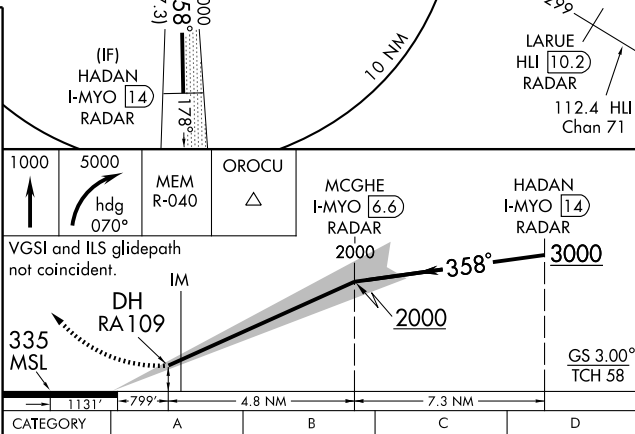
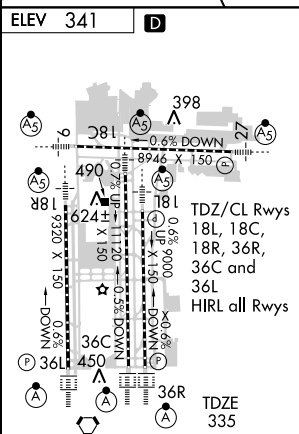
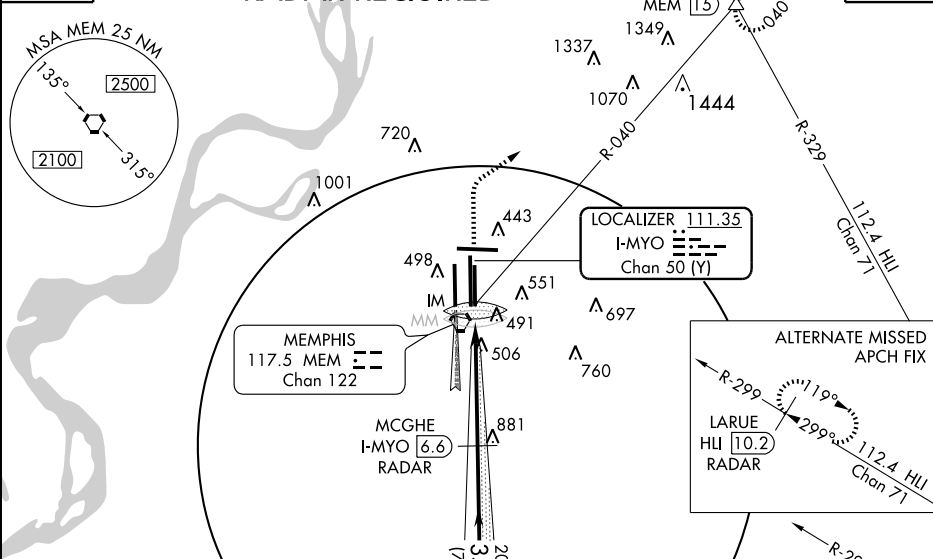
## MEMPHIS INTL (MEM)

<b>V</b> <b>A</b> Simultaneous approach authorized with Rwy 36L. DME or Radar required.	ALSF-2 	MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 1.5 DME and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176°-355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
<b>125.8 338.3</b> (356°-175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
	(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>

ATIS <b>127.75</b>	CNLC DEL <b>125.2</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 36R	RA 109/12	100	DA 435	

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-MYO <b>111.35</b> Chan <b>50</b> (Y)	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>335</b> <b>341</b>
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# ILS RWY 36R (CAT III)

## MEMPHIS INTL (MEM)



Simultaneous approach authorized with Rwy 36L.  
DME or Radar required.

ALSF-2



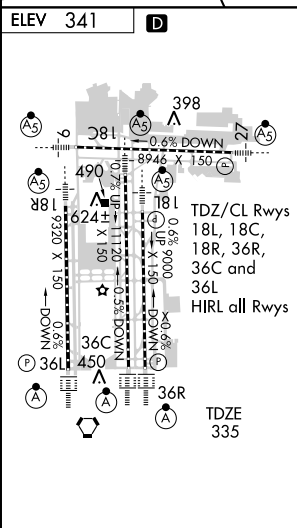
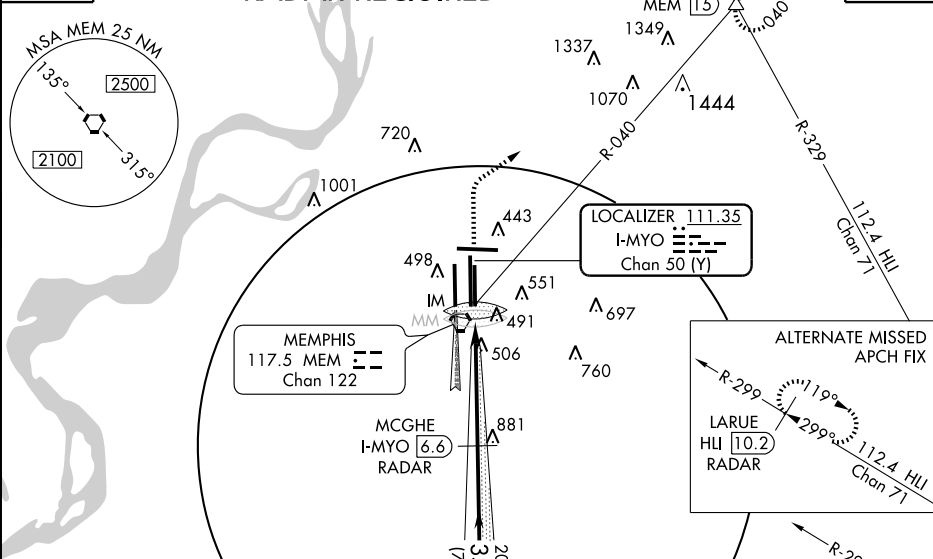
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 1.5 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(Rwy 9-27)	<b>118.3</b>	(Rwy 9-27)	<b>121.0</b>
	<b>176°-355°</b>	(Rwys 18C-36C, 18L-36R)	<b>257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>379.2</b>
<b>125.8</b>	<b>338.3</b>	(Rwy 18R-36L)	<b>119.7</b>	(Rwy 18R-36L)	<b>121.9</b>
	<b>(356°-175°)</b>		<b>257.8</b>		<b>379.2</b>
			<b>128.425</b>		<b>121.65</b>

ATIS  
**127.75**

CLNC DEL  
**125.2**

## RADAR REQUIRED



1000	5000	MEM R-040	OROCU	MCGHE I-MYO 6.6 RADAR 2000	HADAN I-MYO 14 RADAR
VGSI and ILS glidepath IM not coincident.					
335 MSL	437	4.8 NM	7.3 NM	358°	3000
1131'	844'	4.8 NM	7.3 NM		
CATEGORY	A	B	C	D	
S-ILS 36R		CAT IIIa	RVR07		
S-ILS 36R		CAT IIIb	RVR03		
S-ILS 36R		CAT IIIc	NA		

**CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

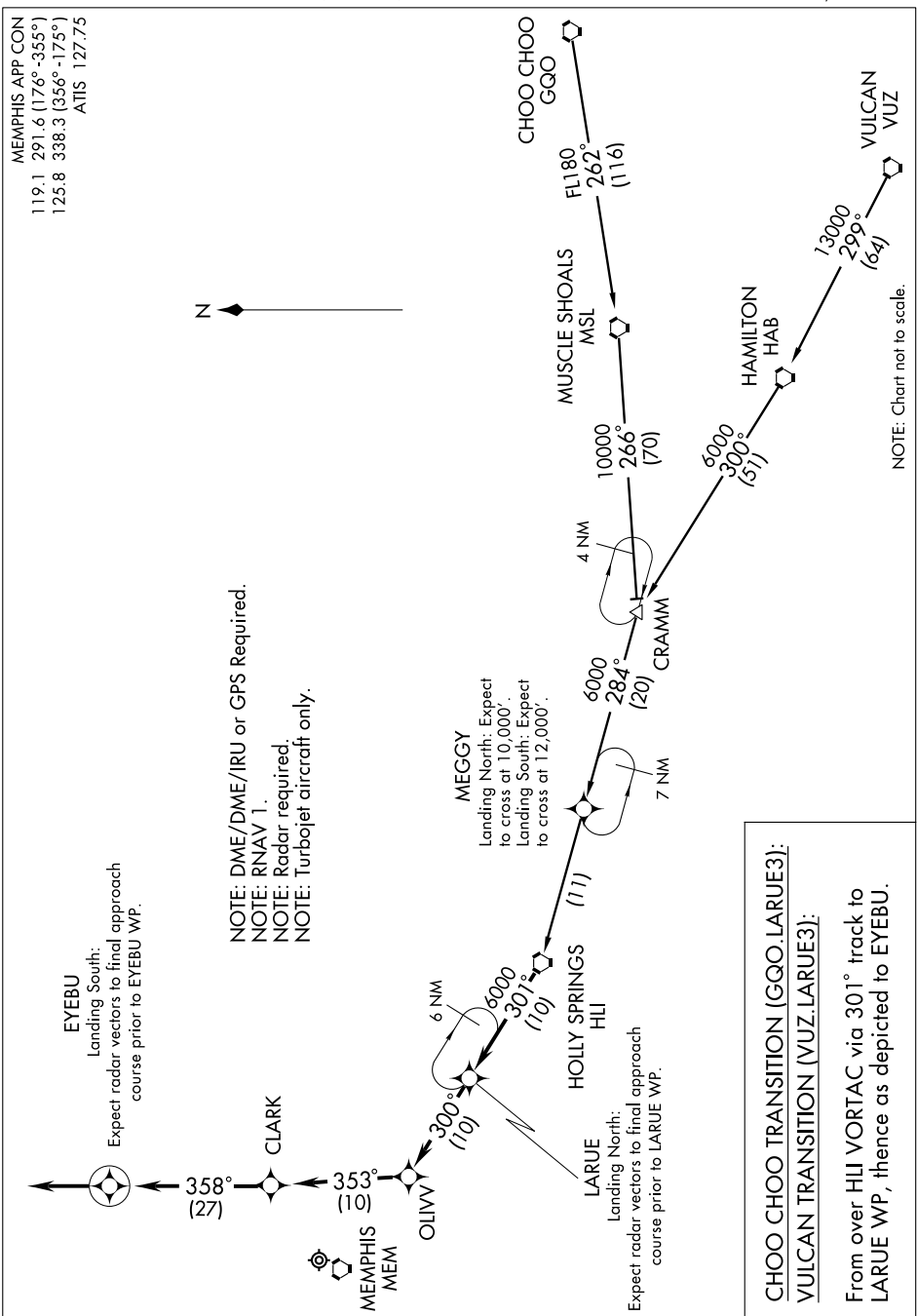
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
MEMPHIS, TN			
MEMPHIS INTL (MEM)	27	TWY N	8,450 feet
SMYRNA, TN			
SMYRNA (MQY)	01	14-32	3,000 feet
	14	01-19	3,400 feet
	32	01-19	3,950 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

LARUE THREE ARRIVAL (RNAV)

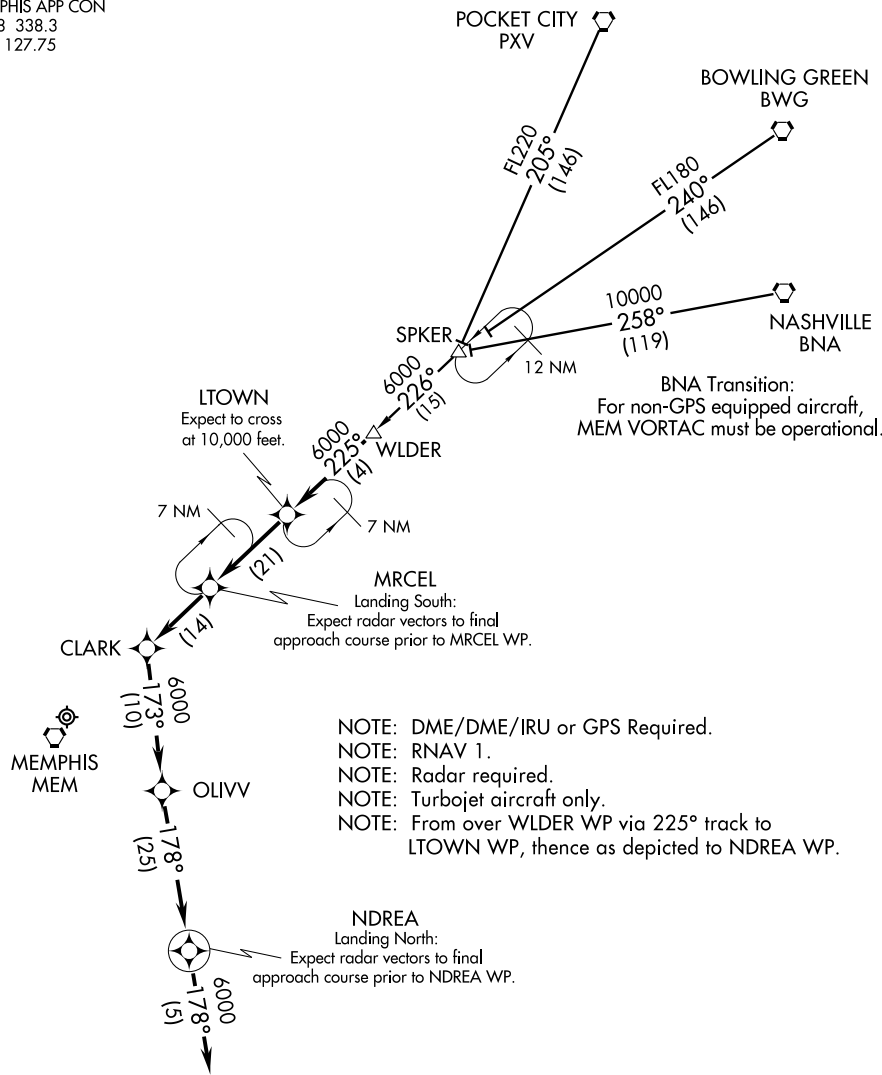


LARUE THREE ARRIVAL (RNAV)

(LTOWN.LTOWN4) 08269 ST-253 (FAA)  
LTOWN FOUR ARRIVAL (RNAV)

MEMPHIS INTL  
MEMPHIS, TENNESSEE

MEMPHIS APP CON  
125.8 338.3  
ATIS 127.75



BOWLING GREEN TRANSITION (BWG.LTOWN4):  
NASHVILLE TRANSITION (BNA.LTOWN4):  
POCKET CITY TRANSITION (PXV.LTOWN4):

From over WLDER WP via 225° track to LTOWN WP then via 225° track to MRCEL WP then via 225° track to CLARK WP then via 173° track to OLIVV WP then via 178° track to NDREA WP then via 178° heading. Expect radar vectors.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



## MARVELL THREE ARRIVAL (UJM.UJM3) ST-253 (FAA)

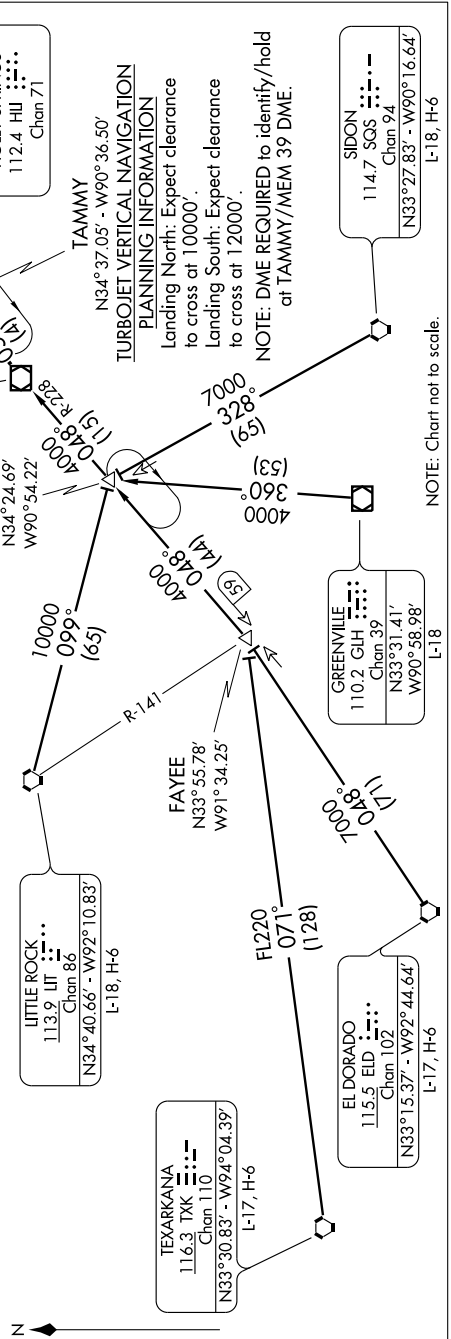
MEMPHIS INTL  
MEMPHIS, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

EL DORADO TRANSITION (ELD.UJM3): From over ELD VORTAC via ELD R-048 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
 GREENVILLE TRANSITION (GLH.UJM3): From over GLH VOR/DME via GLH R-360 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
 LITTLE ROCK TRANSITION (LIT.UJM3): From over LIT VORTAC via LIT R-099 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
 SIDON TRANSITION (SQS.UJM3): From over SQS VORTAC via SQS R-328 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
 TEXARKANA TRANSITION (TXK.UJM3): From over TXK VORTAC via TXK R-071 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

## FROM OVER UJM VOR/DME

TURBOJETS/TURBOPROPS LANDING SOUTH: From over UJM VOR/DME via MEM R-232 to TWIKL INT. Thence heading 355° for vector to final approach course.  
 TURBOJETS/TURBOPROPS LANDING NORTH: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.  
 NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.



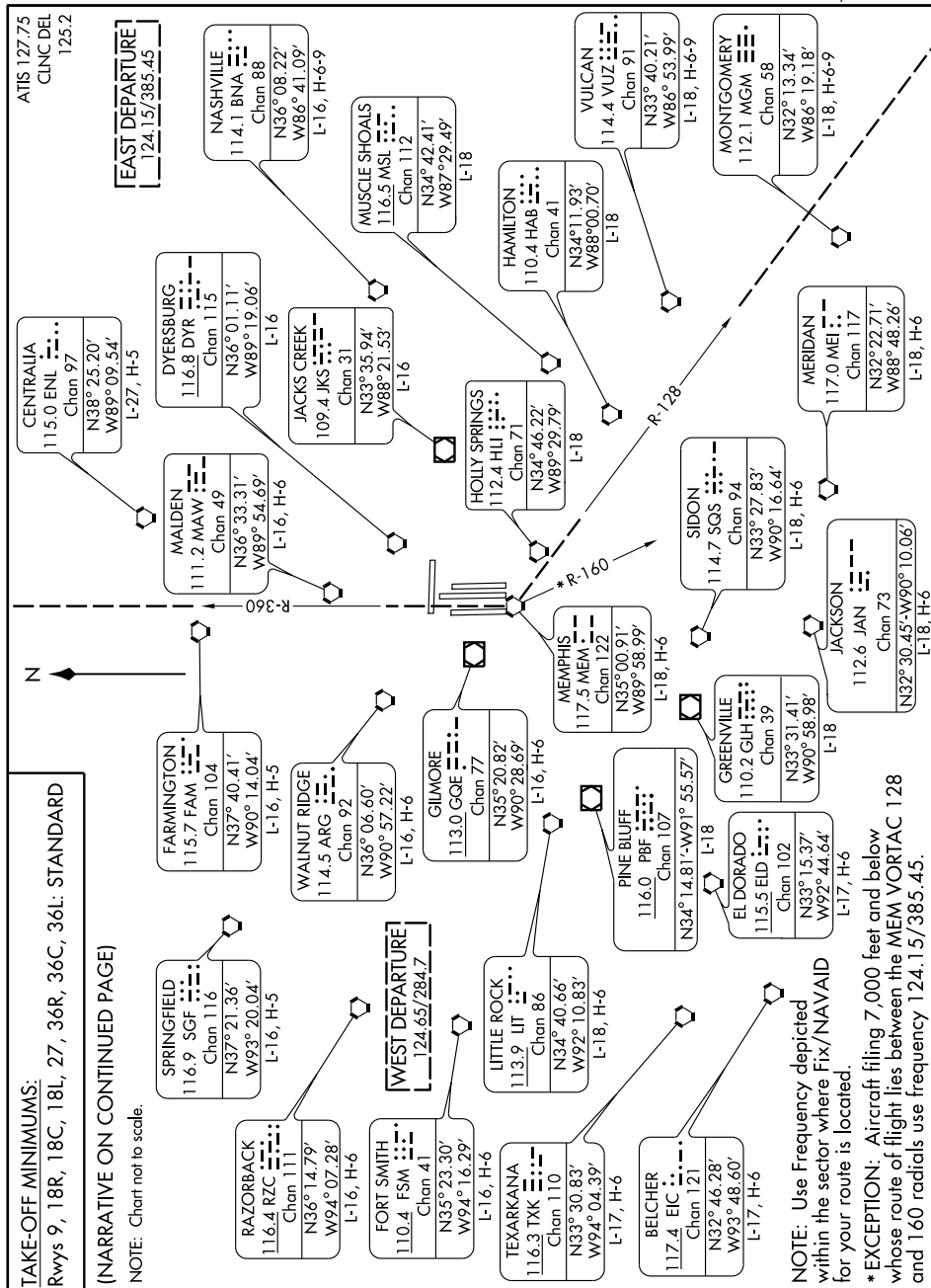
## MARVELL THREE ARRIVAL (UJM.UJM3)

MEMPHIS, TENNESSEE  
MEMPHIS INTL

## MEMPHIS SEVEN DEPARTURE

MEMPHIS INTL (MEM)  
MEMPHIS, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010



## MEMPHIS SEVEN DEPARTURE

MEMPHIS, TENNESSEE  
MEMPHIS INTL (MEM)



## DEPARTURE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Make no turns before leaving 700 feet.

TURBOJET AIRCRAFT: Maintain 5,000 feet or assigned altitude.

PROPELLER AIRCRAFT: Maintain 3,000 feet or assigned altitude.

Expect clearance to requested altitude/flight level ten minutes after departure.

## TAKEOFF OBSTACLE NOTES

## RUNWAY 9:

Tree 2972 feet from DER, 1145 feet left of centerline, 80 feet AGL/390 feet MSL.

Pole 1526 feet from DER, 799 feet left of centerline, 52 feet AGL/342 feet MSL.

Tree 2802 feet from DER, 954 feet left of centerline, 63 feet AGL/373 feet MSL.

## RUNWAY 18R:

Trees beginning 1552 feet from DER, 789 feet right of centerline, up to 96 feet AGL/420 feet MSL. Trees beginning 2619 feet from DER, 1011 feet left of centerline, up to 102 feet AGL/452 feet MSL. VORTAC 3255 feet from DER, 1046 feet left of centerline, 47 feet AGL/407 feet MSL. POLE 3305 feet from DER, 1019 feet left of centerline, 52 feet AGL/412 feet MSL.

## RUNWAY 18C:

Trees beginning 1704 feet from DER, 507 feet right of centerline, up to 108 feet AGL/435 feet MSL. Tree 2786 feet from DER, 287 feet left of centerline, 94 feet AGL/413 feet MSL.

## RUNWAY 18L:

Multiple trees beginning 1265 feet from DER, 601 feet left of centerline, up to 105 feet AGL/419 feet MSL. Multiple trees beginning 2690 feet from DER, 224 feet right of centerline, up to 104 feet AGL/413 feet MSL.

## RUNWAY 27:

Tree 805 feet from DER, 682 feet right of centerline, 90 feet AGL/324 feet MSL.

Antenna 5502 feet from DER, 1498 feet left of centerline, 143 feet AGL/407 feet MSL.

Tree 4236 feet from DER, 1382 feet left of centerline, 133 feet AGL/361 feet MSL.

## RUNWAY 36C:

Pole 1994 feet from DER, 928 feet right of centerline, 65 feet AGL/336 feet MSL.

WAAS CH <b>63106</b> <b>W09A</b>	APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev	<b>8946</b> <b>259</b> <b>341</b>
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## RNAV (GPS) RWY 9

MEMPHIS INTL (MEM)


**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

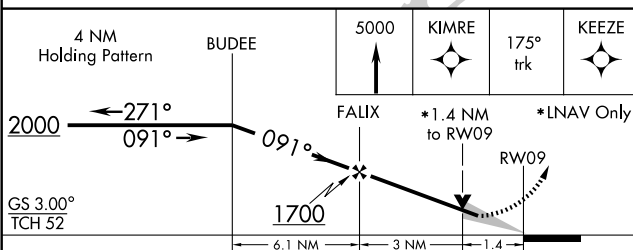
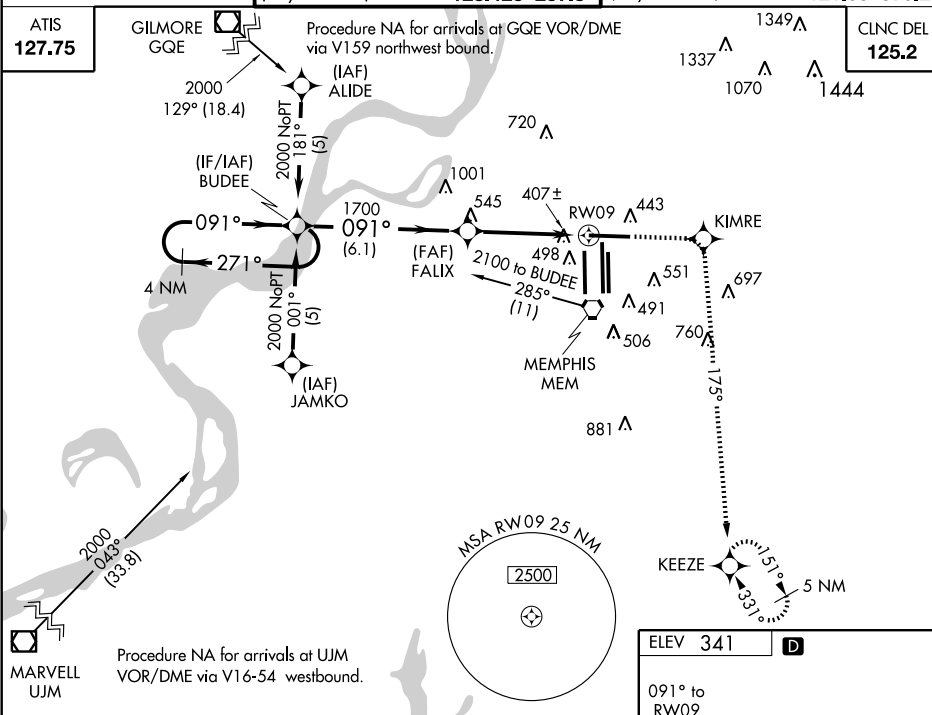
MALSR



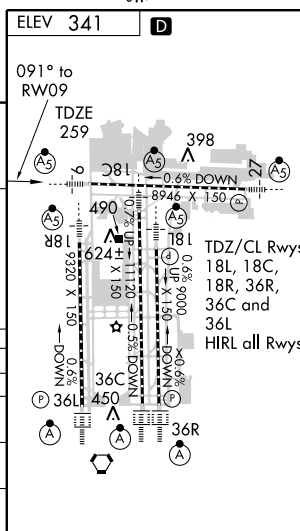
**MISSED APPROACH:** Climb to 5000 direct KIMRE and via 175° track to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER		GND CON		
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27)	<b>118.3 257.8</b>	(Rwy 9-27)	<b>121.0 379.2</b>	
			(Rwys 18C-36C, 18L-36R)	<b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9 379.2</b>	
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwy 18R-36L)	<b>128.425 257.8</b>	(Rwy 18R-36L)	<b>121.65 379.2</b>	

ATIS <b>127.75</b>	GILMORE GQE	 Procedure NA for arrivals at GQE VOR/DME via V159 northwest bound.	1349 $\Delta$ 1337 $\Delta$	CLNC DEL <b>125.2</b>
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CATEGORY	A	B	C	D
LPV DA		557/24	298 (300-½)	
LNAV/ VNAV DA		751/60	492 (500-1¼)	
LNAV MDA	740/24	481 (400-½)	740/40 481 (400-¾)	740/50 481 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)



MEMPHIS, TENNESSEE

Amdt 1 10266

35°03'N-89°59'W

MEMPHIS INTL (MEM)

RNAV (GPS) RWY 9

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>93607</b> <b>W27A</b>	APP CRS <b>271°</b>	Rwy Idg TDZE Apt Elev	<b>8946</b> <b>292</b> <b>341</b>
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# RNAV (GPS) RWY 27

MEMPHIS INTL (MEM)



For inoperative MALS/R, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALS/R



MISSED APPROACH: Climb to 5000 direct AVADE and via 276° track to GOWRI and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON  
**119.1 291.6** (176°-355°)  
**125.8 338.3** (356°-175°)

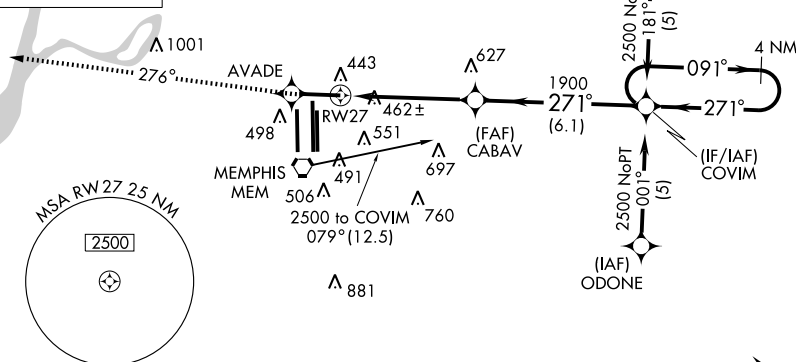
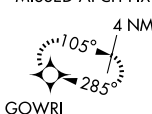
MEMPHIS TOWER  
(Rwy 9-27) **118.3 257.8**  
(Rwys 18C-36C, 18L-36R) **119.7 257.8**  
(Rwy 18R-36L) **128.425 257.8**

GND CON  
(Rwy 9-27) **121.0 379.2**  
(Rwys 18C-36C, 18L-36R) **121.9 379.2**  
(Rwy 18R-36L) **121.65 379.2**

ATIS **127.75** CLNC DEL **125.2**

Procedure NA for arrivals at MIOLA via V124 eastbound.

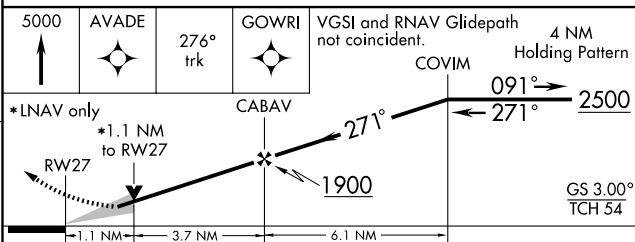
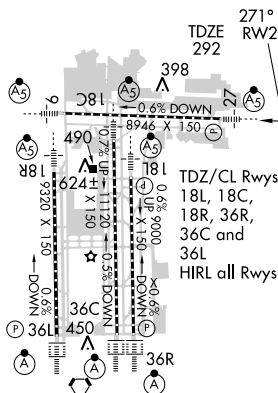
MISSED APCH FIX



ELEV 341



Procedure NA for arrivals at HLI VORTAC via airway radials 256 CW 303.



CATEGORY	A	B	C	D
LPV DA	621/24 329 (300-1/2)			
LNAV/ VNAV DA	751/50 459 (500-1)			
LNAV MDA	720/24 428 (400-1/2)	720/40 428 (400-3/4)	720/50 428 (400-1)	720/50 428 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1 1/2 579 (600-1 1/2)	920-2 579 (600-2)

WAAS CH <b>40407</b> <b>W36B</b>	APP CRS <b>358°</b>	Rwy Idg <b>11120</b> TDZE <b>341</b> Apt Elev <b>341</b>
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RNAV (GPS) RWY 36C  
MEMPHIS INTL (MEM)

**▼** For inoperative ALSF, increase LPV all Cats. visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000  
direct LAURI and hold.

MEMPHIS APP CON  
**119.1 291.6** (176°-355°)  
**125.8 338.3** (356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>
(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>
(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

ATIS  
127.75

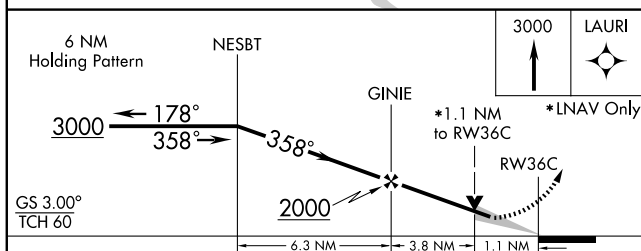
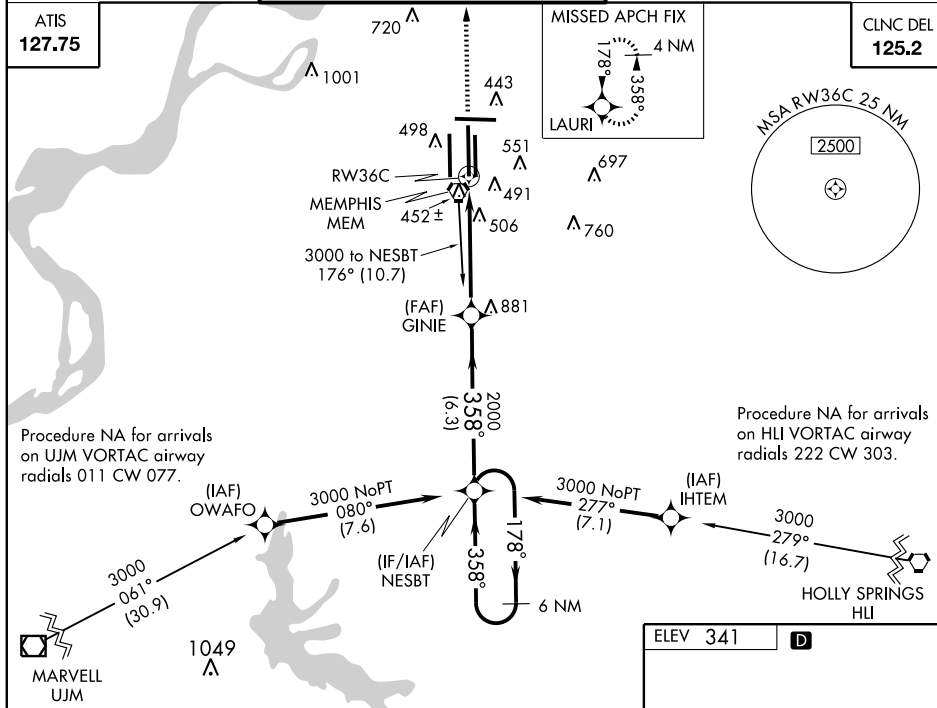
MISSED APCH FIX

178°

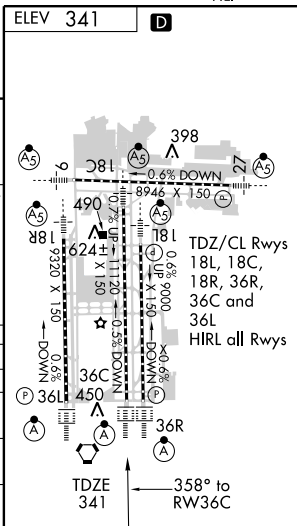
358°

4 NM

LAURI

CLNC DEL  
125.2

CATEGORY		A	B	C	D
LPV	DA	665/24 324 (400-½)			
LNAV/ VNAV	DA	728/40 387 (400-¾)			
LNAV MDA		760/24 419 (500-½)		760/40 419 (500-¾)	760/50 419 (500-1)
CIRCLING		800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)



MEMPHIS, TENNESSEE  
Amdt 1 10266

35°03'N-89°59'W

MEMPHIS INTL (MEM)  
RNAV (GPS) RWY 36C

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>65907</b> <b>W36A</b>	APP CRS <b>358</b>	Rwy Idg TDZE Apt Elev	<b>9320</b> <b>321</b> <b>341</b>
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# RNAV (GPS) RWY 36L

MEMPHIS INTL (MEM)

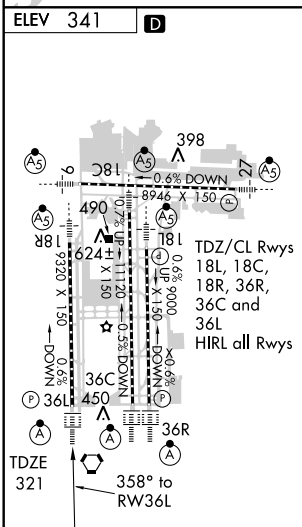
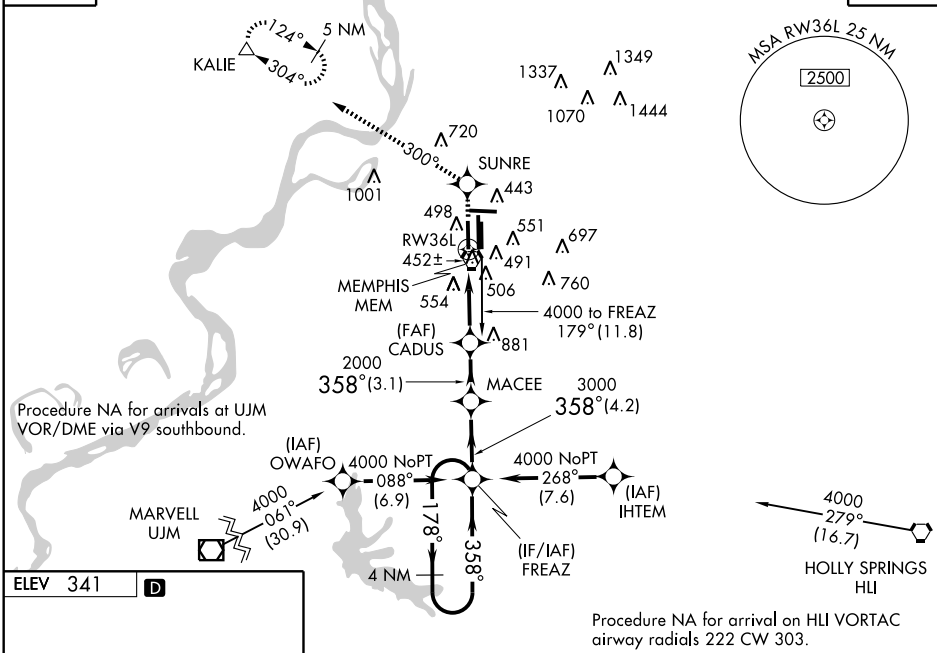
▼ For inoperative ALSF, increase LPV all Cats visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2  
A

MISSED APPROACH: Climb to 5000  
direct SUNRE and via 300° track to KALIE  
and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(Rwy 9-27)	<b>118.3</b>	(Rwy 9-27)	<b>121.0</b>
<b>125.8</b>	<b>338.3</b>	(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9</b>
	(3566-175°)	(Rwy 18R-36L)	<b>128.425</b>	(Rwy 18R-36L)	<b>379.2</b>
			<b>257.8</b>		<b>379.2</b>

ATIS <b>127.75</b>	CLNC DEL <b>125.2</b>
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5000	SUNRE	trk 300°	KALIE
*LNAV only.			
RW36L			
1.2 NM to RW36L			
CADUS			
MACCEE			
FREAZ			
4 NM Holding Pattern			
178° → 4000			
← 358°			
GS 3.00°			
TCH 59			
VGSI and RNAV glidepath not coincident.			
CATEGORY	A	B	C
LPV DA	673/40	352 (400-¾)	
LNAV/VNAV DA	732/50	411 (400-1)	
LNAV MDA	780/24	459 (500-½)	780/50
			459 (500-1)
CIRCLING	800-1	920-1	920-2
	459 (500-1)	579 (600-1)	579 (600-½)
			579 (600-2)

WAAS CH <b>49107</b> <b>W36D</b>	APP CRS <b>358°</b>	Rwy Idg <b>9000</b> TDZE <b>335</b> Apt Elev <b>341</b>
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## RNAV (GPS) RWY 36R

MEMPHIS INTL (MEM)

**T** For inoperative ALSF, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

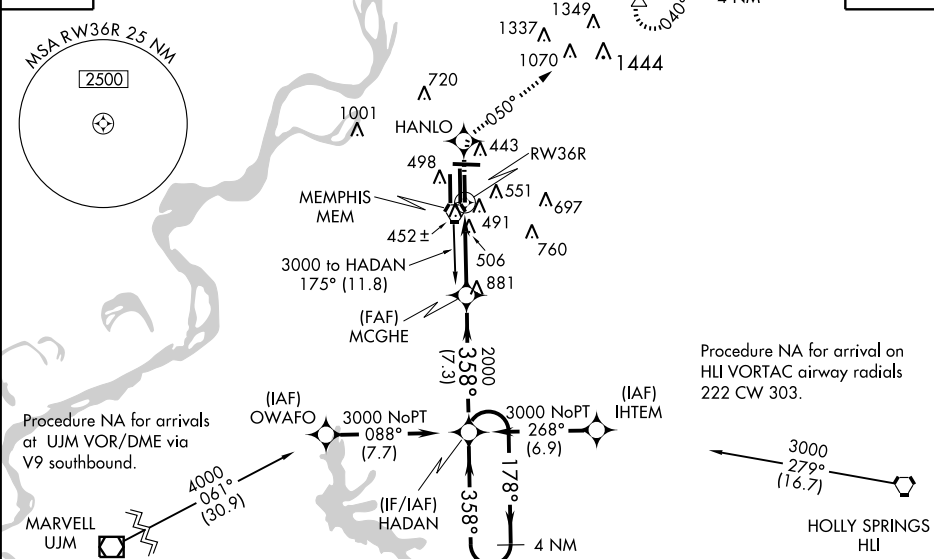
ALSF-2



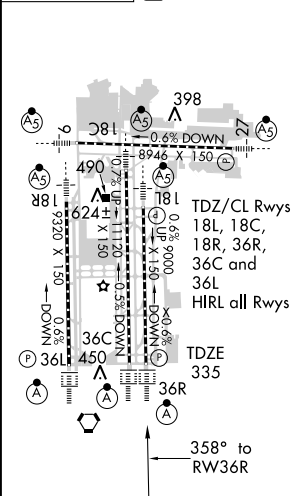
**MISSED APPROACH:** Climb to 5000 direct HANLO and via 050° track to OROCU and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27)	<b>121.0</b>	<b>379.2</b>
			(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9</b>	<b>379.2</b>
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L)	<b>121.65</b>	<b>379.2</b>

ATIS <b>127.75</b>		CLNC DEL <b>125.2</b>
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ELEV 341	<b>D</b>
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5000 ↑	HANLO ✦	050° trk	OROCU △	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
CATEGORY	A		B		C
LPV DA			639/24		304 (300-½)
LNAV/VNAV DA			729/40		394 (400-¾)
LNAV MDA	760/24		425 (500-½)		760/40 425 (500-¾)
	800-1 459 (500-1)		920-1 579 (600-1)		920-1½ 579 (600-1½)
CIRCLING					920-2 579 (600-2)

MEMPHIS, TENNESSEE

Amdt 1A 10266

MEMPHIS INTL (MEM)

35°03'N - 89°59'W

RNAV (GPS) RWY 36R

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



WAAS CH <b>97507</b> <b>W18D</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>11120</b> <b>290</b> <b>341</b>
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## RNAV (GPS) Z RWY 18C

MEMPHIS INTL (MEM)

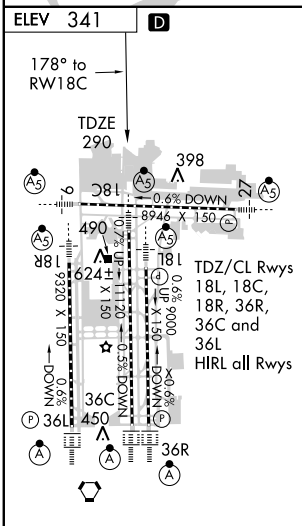
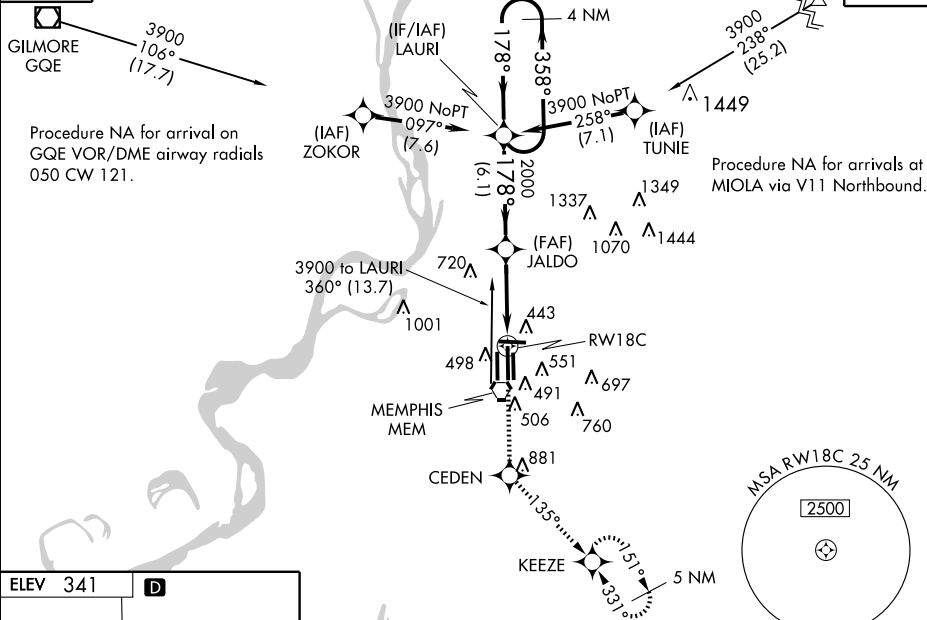
▼ For inoperative MALSR, increase LPV all Cats visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 5000 direct  
CEDEN and via track 135° to KEEZE and  
hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176°-355°)	(Rwy 9-27) <b>118.3 257.8</b> (Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b> (Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b> (Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b> (Rwy 18R-36L) <b>121.65 379.2</b>
<b>125.8 338.3</b> (356°-175°)		

ATIS <b>127.75</b>	CLNC DEL <b>125.2</b>
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5000	CEDEN	trk 135°	KEEZE	LAURI	4 NM Holding Pattern
*LNAV only	*1.8 NM to RWY 18C	JALDO	2000	358°	3900
1.8 NM	3.4 NM	6.1 NM	178°	178°	GS 3.00° TCH 54
CATEGORY	A	B	C	D	
LPV DA	665/40 375 (400-¾)				
LNAV/VNAV DA	741/60 451 (400-1¼)				
LNAV MDA	880/24	590 (600-½)	880/50	880/60	590 (600-1¼)
CIRCLING	940-1	599 (600-1)	940-1½	940-2	599 (600-2)

WAAS CH <b>53307</b> <b>W18B</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>301</b> <b>341</b>
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## RNAV (GPS) Z RWY 18L

MEMPHIS INTL (MEM)

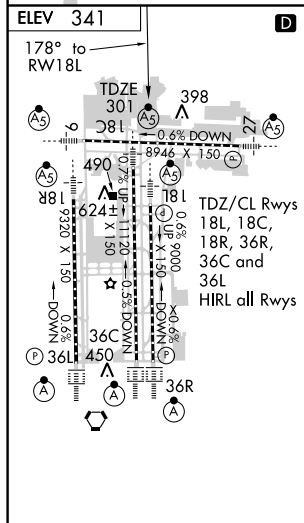
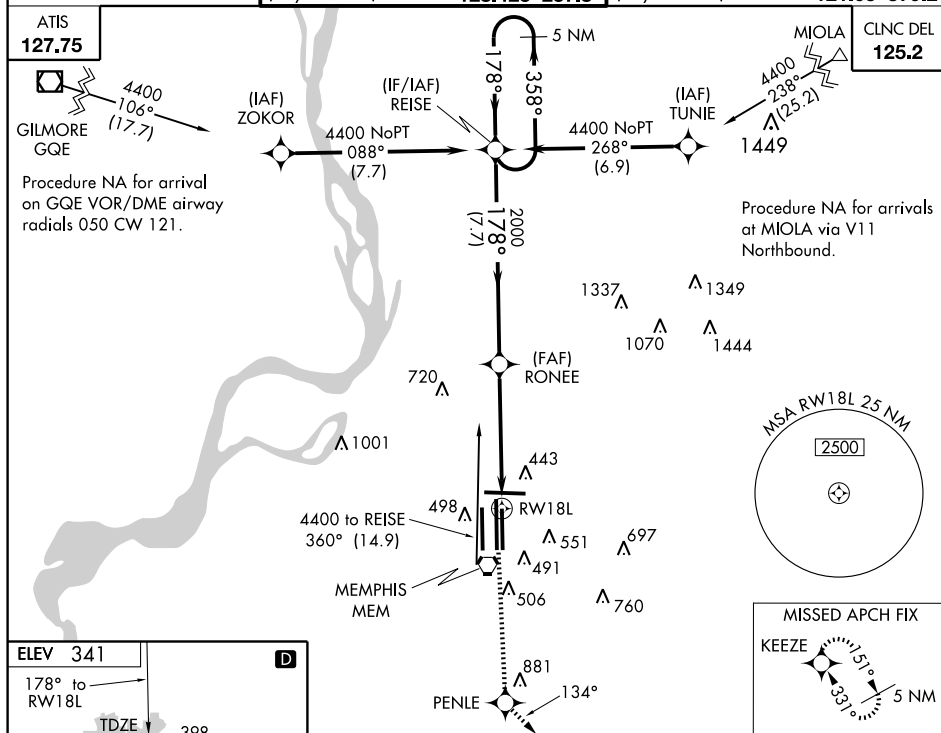
▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-15°C (5°F) or above 48°C (118 °F). DME/DME RNP-0.3 NA.

MALS



MISSED APPROACH: Climb to 5000  
direct PENLE and via track 134° to KEEZE  
and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(176°-355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>	
<b>125.8</b>	<b>338.3</b>	(356°-175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>	
			(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>	



5000	PENLE	TRK 134°	KEEZE	VGSI and RNAV glidepath not coincident.	5 NM Holding Pattern
<p>*LNAV only. *1.7 NM to RW18L</p> <p>RW18L</p> <p>2000</p> <p>178°</p> <p>358°</p> <p>4400</p> <p>GS 3.00° TCH 60</p>					
<p>1.7 NM</p> <p>3.5 NM</p> <p>7.7 NM</p>					
CATEGORY	A	B	C	D	
LPV DA	557/24 256 (300-½)				
LNAV/VNAV DA	874-1½ 573 (600-1½)				
LNAV MDA	880/24	579 (600-½)	880/50	579 (600-1)	880/60
					579 (600-1½)
CIRCLING	940-1	599 (600-1)	940-1½	599 (600-1½)	940-2
					599 (600-2)

WAAS CH <b>56606</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>9127</b> <b>295</b> <b>341</b>
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# RNAV (GPS) Z RWY 18R

MEMPHIS INTL (MEM)



For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 5000 direct  
JAGUR and via track 221° to JEPOB and hold.

MEMPHIS APP CON  
**119.1 291.6** (176°-355°)  
**125.8 338.3** (356°-175°)

MEMPHIS TOWER  
(Rwy 9-27) **118.3 257.8**  
(Rwys 18C-36C, 18L-36R) **119.7 257.8**  
(Rwy 18R-36L) **128.425 257.8**

GND CON  
(Rwy 9-27) **121.0 379.2**  
(Rwys 18C-36C, 18L-36R) **121.9 379.2**  
(Rwy 18R-36L) **121.65 379.2**

ATIS  
**127.75**

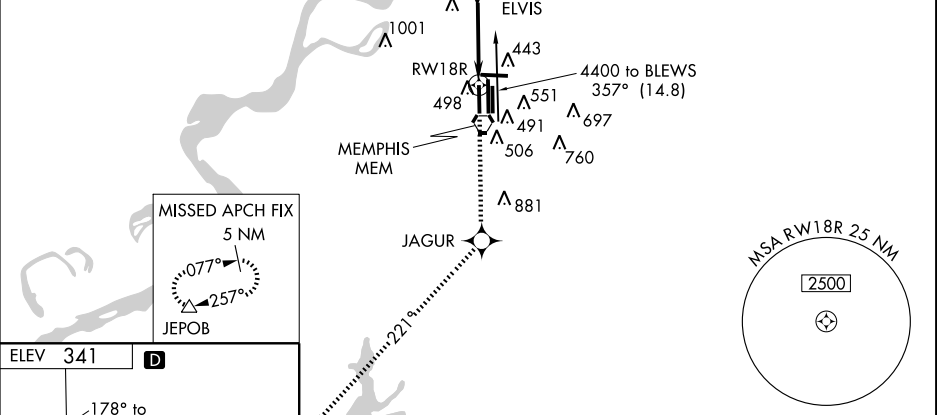
CLNC DEL  
**125.2**

GILMORE  
GGE

Procedure NA for arrival on  
GGE VOR/DME airway radials  
050 CW 121.

Procedure NA for arrivals at  
MIOLA via V11 northbound.

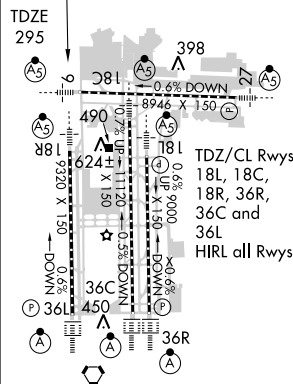
SE-1, 21 OCT 2010 to 18 NOV 2010



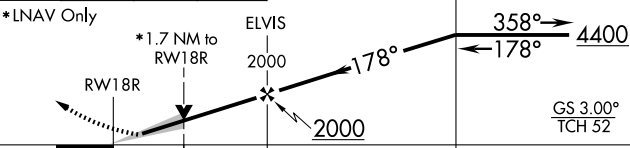
ELEV **341**

**D**

TDZE 295



5000	JAGUR	trk 221°	JEPOB	5 NM Holding Pattern
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CATEGORY	A	B	C	D
LPV DA	495/24 200 (200-1/2)			
LNAV/VNAV DA	874-1 1/2 579 (600-1 1/2)			
LNAV MDA	880/24 585 (600-1/2)	880/50 585 (600-1)	880/60 585 (600-1 1/4)	
CIRCLING	940-1 599 (600-1)	940-1 1/2 599 (600-1 1/2)	940-2 599 (600-2)	

APP CRS	Rwy Idg	<b>9000</b>
<b>178°</b>	TDZE	<b>301</b>
	Apt Elev	<b>341</b>

# RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

▼ GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000. Missed approach requires RNP less than 1.0.

MALSR



MISSED APPROACH: Climb to 5000 via track 178° to DEEWY and via track 178° to FEYAM and via track 151° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
<b>119.1</b>	<b>291.6</b>	(176°-355°)
<b>125.8</b>	<b>338.3</b>	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>
(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>
(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>

GND CON		
(Rwy 9-27)	<b>121.0</b>	<b>379.2</b>
(Rwys 18C-36C, 18L-36R)	<b>121.9</b>	<b>379.2</b>
(Rwy 18R-36L)	<b>121.65</b>	<b>379.2</b>

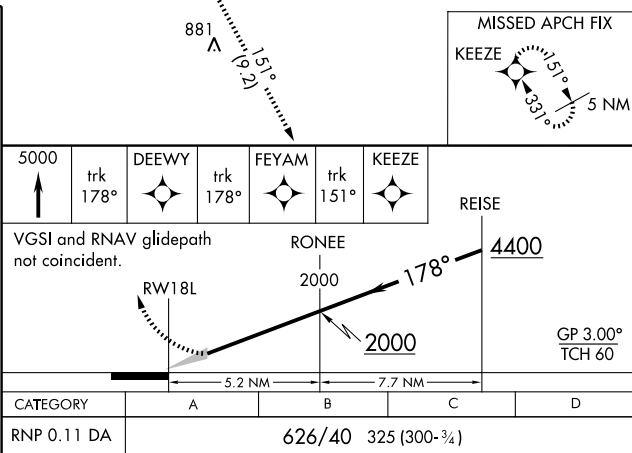
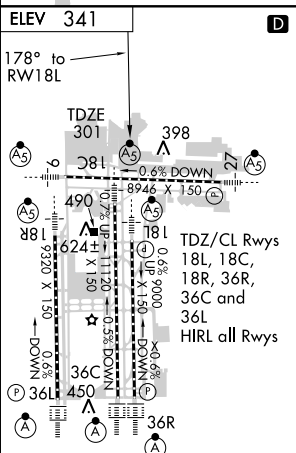
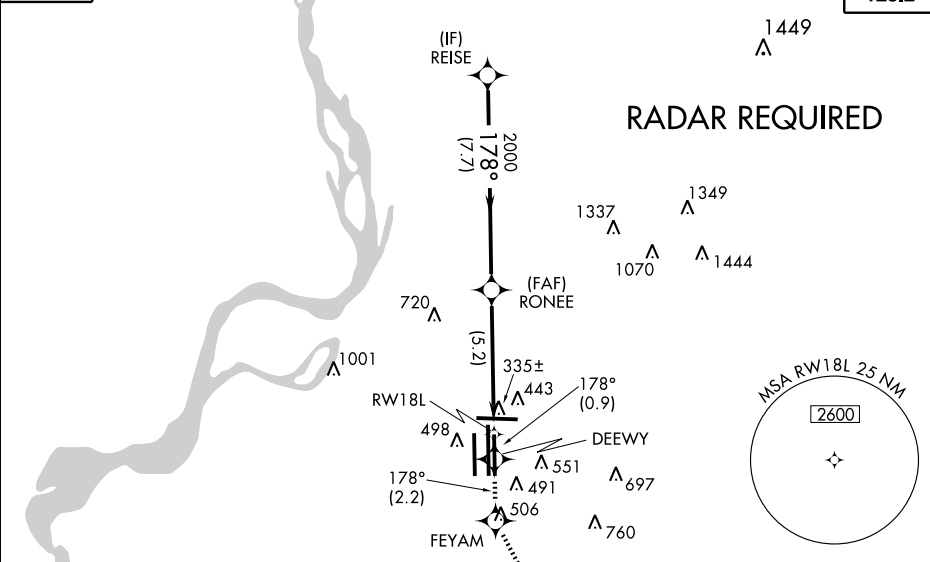
ATIS

**127.75**

CLNC DEL

**125.2**

RADAR REQUIRED



## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

## RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	<b>9127</b>
<b>178°</b>	TDZE	<b>295</b>
	Apt Elev	<b>341</b>

▼ GPS Required. Missed approach requires RNP less than 1.0.  
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.14 all Cats. visibility to RVR 5000.

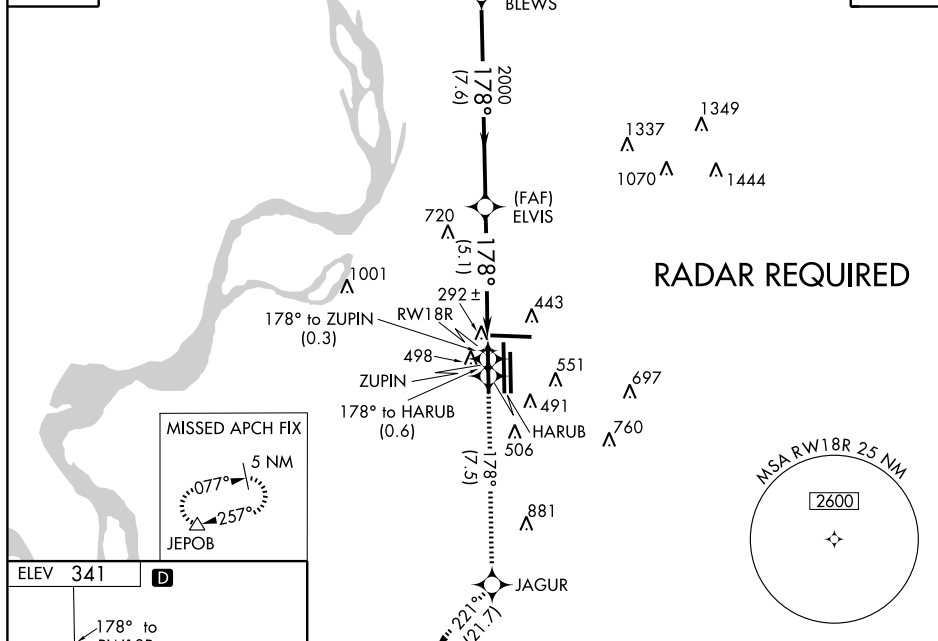
MALSR



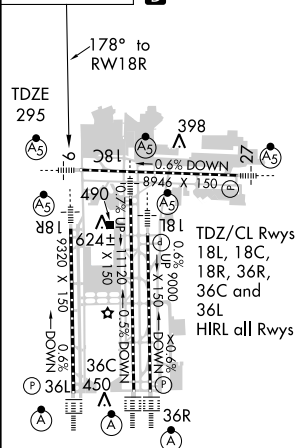
MISSED APPROACH: Climb to 5000 via track 178° to ZUPIN and via track 178° to HARUB and via track 178° to JAGUR and via track 221° to JEPOB and hold.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(Rwy 9-27)	<b>118.3 257.8</b>	(Rwy 9-27)	<b>121.0 379.2</b>
	(176°-355°)	(Rwys 18C-36C, 18L-36R)	<b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9 379.2</b>
<b>125.8</b>	<b>338.3</b>	(Rwy 18R-36L)	<b>128.425 257.8</b>	(Rwy 18R-36L)	<b>121.65 379.2</b>

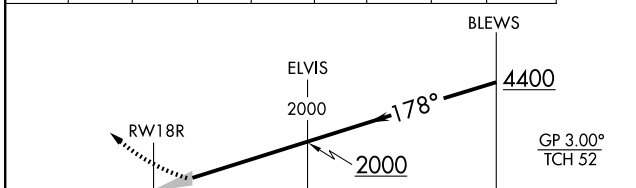
ATIS	CLNC DEL
<b>127.75</b>	<b>125.2</b>



ELEV	<b>341</b>
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5000	trk 178°	ZUPIN	trk 178°	HARUB	trk 178°	JAGUR	trk 221°	JEPOB
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CATEGORY	A	B	C	D
RNP 0.14 DA	562/24	267 (300-1/2)		

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS	Rwy Idg	<b>11120</b>
<b>178°</b>	TDZE	<b>290</b>
	Apt Elev	<b>341</b>

# RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -9°C (15°F) or above 48°C (118°F). \*Missed approach requires minimum climb of 400 feet per NM to 1000.  
For inoperative MALSR, increase RNP 0.30\* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½.

MALSR



**MISSED APPROACH:** Climb to 5000 via track 178° to CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON  
**119.1 291.6** (176°-355°)  
**125.8 338.3** (356°-175°)

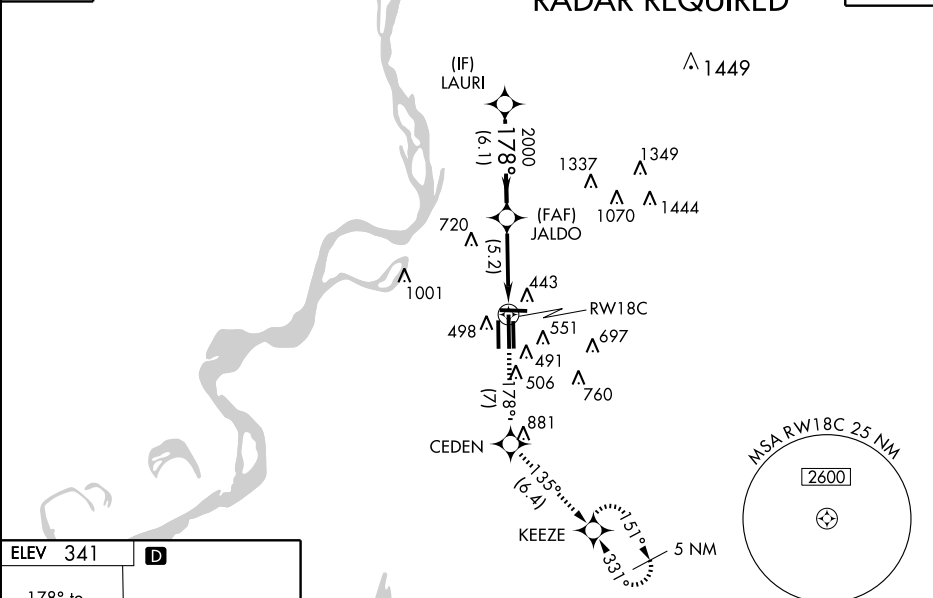
MEMPHIS TOWER  
(Rwy 9-27) **118.3 257.8**  
(Rwys 18C-36C, 18L-36R) **119.7 257.8**  
(Rwy 18R-36L) **128.425 257.8**

GND CON  
(Rwy 9-27) **121.0 379.2**  
(Rwys 18C-36C, 18L-36R) **121.9 379.2**  
(Rwy 18R-36L) **121.65 379.2**

ATIS  
**127.75**

CLNC DEL  
**125.2**

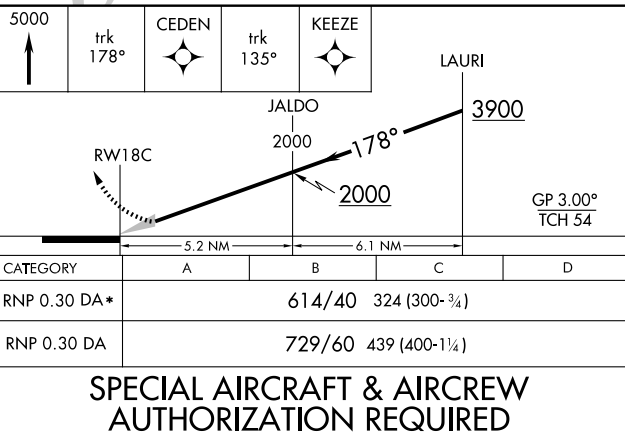
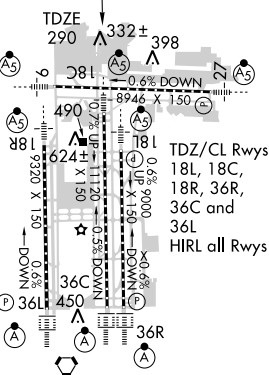
## RADAR REQUIRED



ELEV 341

D

178° to  
RWY 18C



APP CRS	Rwy Idg	<b>9000</b>
<b>178°</b>	TDZE	<b>301</b>
	Apt Elev	<b>341</b>

# RNAV (RNP) Y RWY 18L

MEMPHIS INTL (MEM)

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F).  
 \* Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30 \* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾.

MALSR



**MISSED APPROACH:** Climb to 5000 via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON  
**119.1 291.6** (176°-355°)  
**125.8 338.3** (356°-175°)

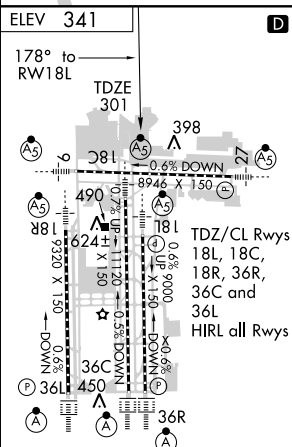
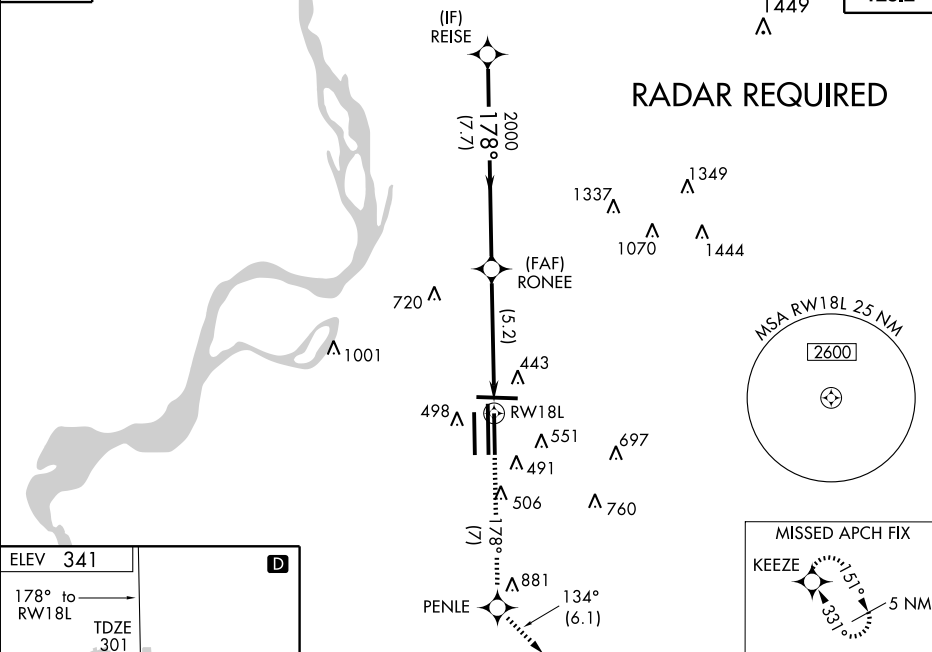
MEMPHIS TOWER  
 (Rwy 9-27) **118.3 257.8**  
 (Rwys 18C-36C, 18L-36R) **119.7 257.8**  
 (Rwy 18R-36L) **128.425 257.8**

GND CON  
 (Rwy 9-27) **121.0 379.2**  
 (Rwys 18C-36C, 18L-36R) **121.9 379.2**  
 (Rwy 18R-36L) **121.65 379.2**

ATIS  
**127.75**

CLNC DEL  
**125.2**

## RADAR REQUIRED



5000 ↑	trk 178°	PENLE ✧	trk 134°	KEEZE ✧	REISE	4400
VGSI and RNAV glidepath not coincident.			RONEE	2000	178°	
RW18L			2000	2000		GP 3.00° TCH 60
5.2 NM			7.7 NM			
CATEGORY	A	B	C	D		
RNP 0.30 DA*	678/50 377 (400-1)					
RNP 0.30 DA	771/60 470 (500-1¼)					

### SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	<b>9127</b>
<b>178°</b>	TDZE	<b>295</b>
	Apt Elev	<b>341</b>

## RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSRL, increase RNP 0.19 \* all Cats visibility to RVR 6000 mile, RNP 0.30 \*\* all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 1¼.

\* Missed approach requires minimum climb of 425 feet per NM to 1000.  
 \*\* Missed approach requires minimum climb of 360 feet per NM to 1000.

MALSRL

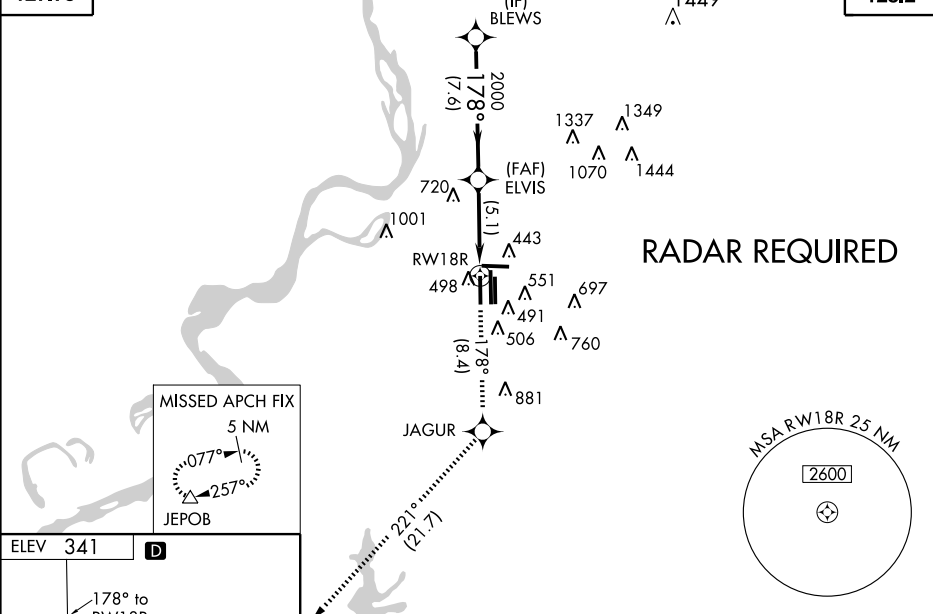


**MISSED APPROACH:** Climb to 5000 via track 178° to JAGUR and via track 221° to JEPOB and hold.

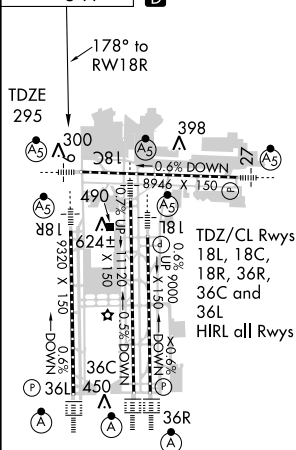
MEMPHIS APP CON		MEMPHIS TOWER	GND CON
(Rwy 9-27)	<b>118.3 257.8</b>	(Rwy 9-27)	<b>121.0 379.2</b>
(Rwys 18C-36C, 18L-36R)	<b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9 379.2</b>
(Rwy 18R-36L)	<b>128.425 257.8</b>	(Rwy 18R-36L)	<b>121.65 379.2</b>

ATIS  
**127.75**

CLNC DEL  
**125.2**



ELEV 341



5000	trk 178°	JAGUR	trk 221°	JEPOB	BLEWS
					4400
					2000
					2000
					5.1 NM
					7.6 NM
					GP 3.00°
					TCH 52
CATEGORY	A	B	C	D	
RNP 0.19* DA		641/40	346 (300-¾)		
RNP 0.30** DA		689/50	394 (400-1)		
RNP 0.30 DA		769/60	474 (500-1¼)		

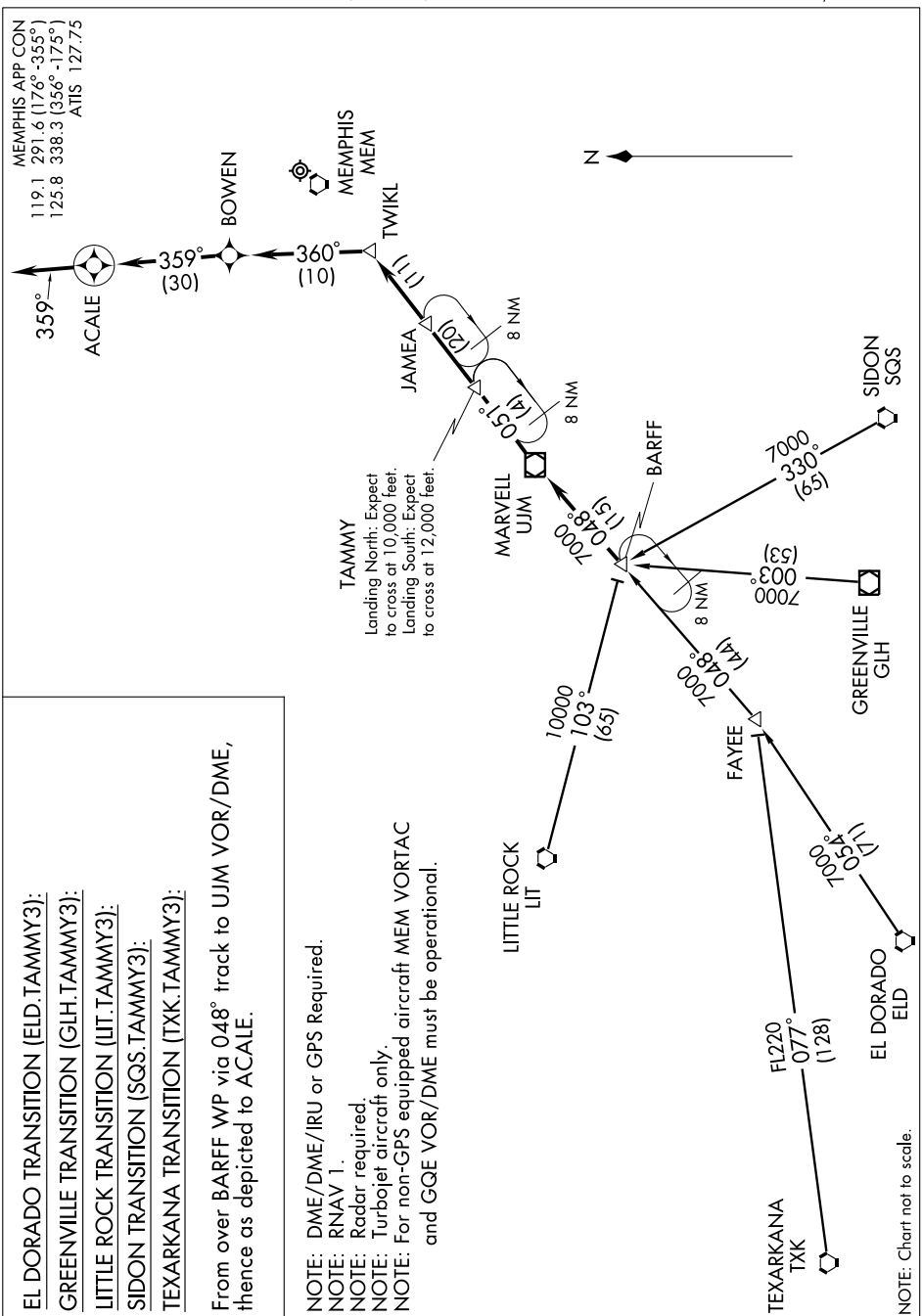
**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



## TAMMY THREE ARRIVAL (RNAV)

MEMPHIS INTL  
MEMPHIS, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

## TAMMY THREE ARRIVAL (RNAV)

MEMPHIS, TENNESSEE  
MEMPHIS INTL

## WLDER FIVE ARRIVAL

ST-253 (FAA)

MEMPHIS INTL  
MEMPHIS, TENNESSEEMEMPHIS APP CON  
125.8 338.3  
ATIS 127.75POCKET CITY  
113.3 PXV  
Chan 80  
N37°55.70' - W87°45.74'  
L-16, H-5BOWLING GREEN  
117.9 BWG  
Chan 126  
N36°55.72' - W86°26.61'  
L-16, H-5-6-9DYERSBURG  
116.8 DYR  
Chan 115  
N36°01.11' - W89°19.06'  
L-16SPKER  
N35°43.84' - W89°04.21'NASHVILLE  
114.1 BNA  
Chan 88  
N36°08.22' - W86°41.09'  
L-16, H-6-9LTOWN  
N35°30.73' - W89°21.10'  
**TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION**  
Expect clearance to cross at 10,000'.GILMORE  
113.0 GQE  
Chan 77CLARK  
N35°06.47' - W89°51.98'MRCEL  
N35°16.19' - W89°39.67'MEMPHIS  
117.5 MEM  
Chan 122  
N35°00.91' - W89°58.99'HOLLY SPRINGS  
112.4 HU  
Chan 71McKELLAR  
112.0 MKL  
Chan 57  
N35°36.21' - W88°54.63'  
L-16JACKS CREEK  
109.4 JKS  
Chan 31  
N35°35.94' - W88°21.53'  
L-16WLDER  
N35°33.49' - W89°17.56'

NOTE: RADAR Required.

NOTE: DME Required for holding  
at LTOWN INT.

NOTE: Chart not to scale.

**BOWLING GREEN TRANSITION (BWG.WLDER5):** From over BWG VORTAC via BWG R-239 to

SPKER INT, then via MEM R-045 to WLDER INT. Thence. . .

**DYERSBURG TRANSITION (DYR.WLDER5):** From over DYR VORTAC via DYR R-174 to WLDER INT.

Thence. . .

**JACKS CREEK TRANSITION (JKS.WLDER5):** From over JKS VOR/DME via JKS R-265 to WLDER INT.

Thence. . .

**McKELLAR TRANSITION (MKL.WLDER5):** From over MKL VOR/DME via MKL R-260 to WLDER INT.

Thence. . .

**NASHVILLE TRANSITION (BNA.WLDER5):** From over BNA VORTAC via BNA R-261 to SPKER INT,  
then via MEM R-045 to WLDER INT. Thence. . .**POCKET CITY TRANSITION (PXV.WLDER5):** From over PXV VORTAC via PXV R-203 to SPKER INT,  
then via MEM R-045 to WLDER INT. Thence. . .

. . . from over WLDER INT.

**TURBOJETS/TURBOPROPS LANDING NORTH:** From over WLDER INT via MEM R-045 to LTOWN INT,  
then via MEM R-045 to MRCEL INT, then via MEM R-045 to CLARK INT. Thence heading 175° for vector  
to final approach course.**TURBOJETS/TURBOPROPS LANDING SOUTH:** From over WLDER INT via MEM R-045 to LTOWN INT,  
then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final  
approach course passing LTOWN INT.**NON-TURBINE AIRCRAFT ALL RUNWAYS:** From over WLDER INT via MEM R-045 to LTOWN INT,  
then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final  
approach course passing LTOWN INT.

## WLDER FIVE ARRIVAL

(WLDER.WLDER5) 08325

MEMPHIS, TENNESSEE  
MEMPHIS INTL

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

## CONTINUED FROM PRECEDING PAGE

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

(H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 010° 1.7 NM to fld. 360/01E.  
 ELVIS NDB (MHW/LOM) 287 ME N35°03.69' W90°04.30' 103° 4.8 NM to fld. NDB unusable byd 15 NM.  
 ILS 109.5 I-MEM Rwy 09. Class IA. LOM ELVIS NDB. LOC unusable byd 25° left of course. OM/NDB unusable byd 15 NM. LOC unusable byd 20° right of course.  
 ILS 111.95 I-SDU Rwy 18C. Class IE.  
 ILS/DME 108.9 I-OHN Chan 26 Rwy 36L. Class IIIIE. BC unusable.  
 ILS 109.9 I-OOI Rwy 18R. Class IB.  
 ILS 108.7 I-JIM Rwy 27. LOC unusable byd 20° left of course.  
 ILS/DME 111.15 I-EXS Chan 48(Y) Rwy 18L. Class IB.  
 ILS/DME 111.35 I-MYO Chan 50(Y) Rwy 36R. Class IIIIE.  
 ILS/DME 110.5 I-TSE Chan 42 Rwy 36C. Class IIIIE.

**MERSY** N35°30.95' W88°57.42' NOTAM FILE MKL.

MEMPHIS

NDB (LOM) 394 MK 020° 5.4 NM to McKellar-Sipes Rgnl.

## MILLINGTON

**CHARLES W. BAKER** (2M8) 4 SW UTC-6(-5DT) N35°16.74' W89°55.89'

MEMPHIS

247 B FUEL 100LL NOTAM FILE MKL

L-16H

RWY 18-36: H3500X75 (ASPH) S-25 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree. Rgt tfc.

RWY 18U-36U: H1600X75 (ASPH) S-4

RWY 18U: Tree. RWY 36U: Trees.

**AIRPORT REMARKS:** Attended 1400-2230Z†. Unattended Thanksgiving and Christmas. Fixed-wing tkf/ldg prohibited from/to grass areas. Rwy 18U-36U for ultralt acft only. Rwy 18U-36U centerline stripes only.

**COMMUNICATIONS: CTAF/UNICOM 122.8**

Ⓡ MEMPHIS APP CON 125.8 Ⓡ MEMPHIS DEP CON 124.15

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 008° 16.0 NM to fld. 360/01E.

MILLINGTON NDB (MHW) 232 MIG N35°16.83' W89°55.98' at fld. NOTAM FILE MKL. VFR only.

**MILLINGTON RGNL JETPORT** (NQA) 1 NE UTC-6(-5DT) N35°21.40' W89°52.22'

MEMPHIS

320 B S4 FUEL 100LL, JET A+ OX 4 ARFF Index—See Remarks

H-6J, L-16H

NOTAM FILE NQA.

IAP, AD

RWY 04-22: H8000X200 (ASPH-CONC-GRVD) S-150, D-170, 2S-175, 2D-309 HIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 73'. 0.5% up.

RWY 22: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 73'. Rgt tfc. 0.5% down.

**AIRPORT REMARKS:** Attended continuously Mon-Fri, Sat-Sun 1130-0100Z†. For svc after hrs call FBO 901-873-4144. Class IV, ARFF Index A. Index D avbl with prior notice. Rwy 04-22 first 1000 ft both ends and 3000 ft of NE portion not grvd. Twy B closed to air carrier ops. Rwy 22 REIL OTS indef. HIRL Rwy 04-22 and MALSR Rwy 22 preset low ints, to increase ints and ACTIVATE MALSR Rwy 22 and REIL Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.925 (901) 873-3630.

**COMMUNICATIONS: CTAF 120.25 UNICOM 122.95**

Ⓡ MEMPHIS APP CON 119.1 126.7 (176°-355°) 125.8 120.07 120.925 (356°-175°)

TOWER 120.25 (Mon 1500-0800Z†, Tue-Fri 1130-0800Z†, Sat-Sun 1130-0100Z†) GND CON 121.375

Ⓡ MEMPHIS DEP CON 124.65 (176°-355°) 121.0 124.15 (356°-175°)

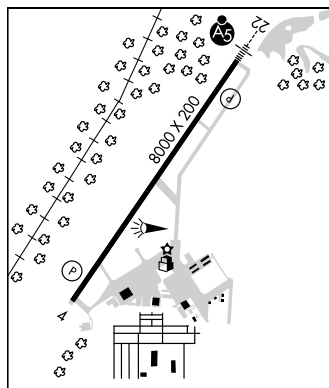
**AIRSPACE: CLASS D** svc (Mon 1500-0800Z†, Tue-Fri 1130-0800Z†, Sat-Sun 1130-0100Z†) other times CLASS G.

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 014° 21.2 NM to fld. 360/01E.

NDB (MHW) 232 MIG N35°16.83' W89°55.98' 029° 5.6 NM to fld. NOTAM FILE MKL. VFR only.

ILS/DME 109.75 I-NQA Chan 34(Y) Rwy 22. Class IE. Unmonitored when twr clsd.



**MOCCA** N36°33.33' W82°19.08' NOTAM FILE TRI.

CINCINNATI

NDB (LOM) 299 TR 226° 6.5 NM to Tri-Cities Rgnl TN/VA. Unmonitored when twr clsd.

L-25C

**MONROE CO** (See MADISONVILLE)

APP CRS **182°**  
Rwy Idg **3500**  
TDZE **247**  
Apt Elev **247**

GPS RWY 18

MILLINGTON/ CHARLES W. BAKER (2M8)



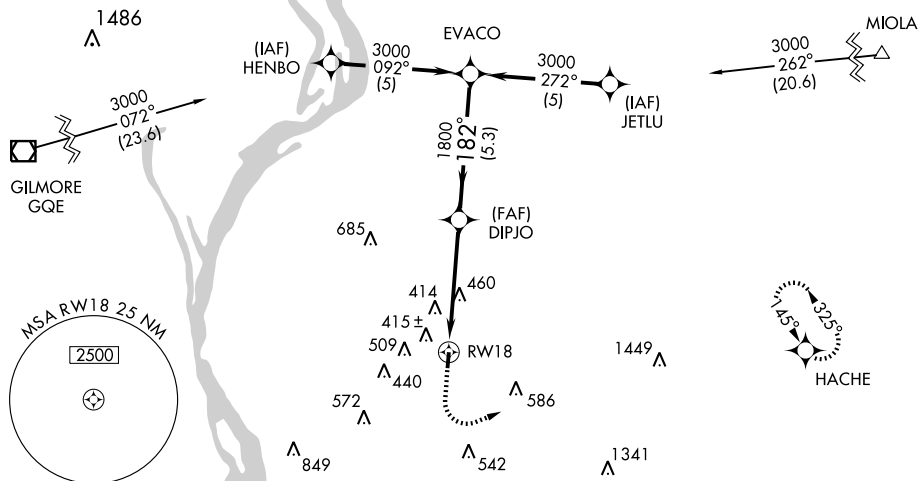
NA

Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE WP and hold.

MEMPHIS APP CON  
**125.8 338.3**

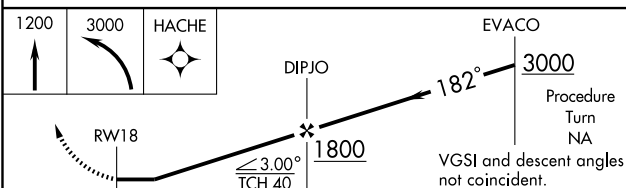
UNICOM  
**122.8 (CTAF)**



ELEV **247**  
182° to RW18  
81 TDZE 247  
3500 X 75  
36



MIRL Rwy 18-36  
REIL Rwy 18 and 36



CATEGORY	A	B	C	D
S-18	800-1	553 (600-1)	800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)	820-1 573 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1	573 (600-1)	820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)	840-1 593 (600-1)	920-2 673 (700-2)	NA

APP CRS **002°**  
Rwy Idg TDZE **3500**  
Apt Elev **247**

GPS RWY 36

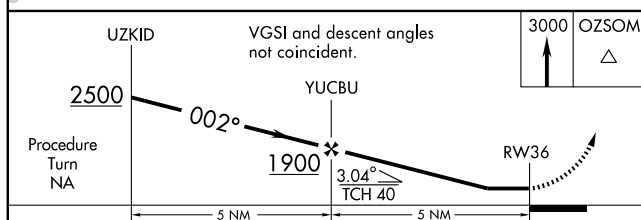
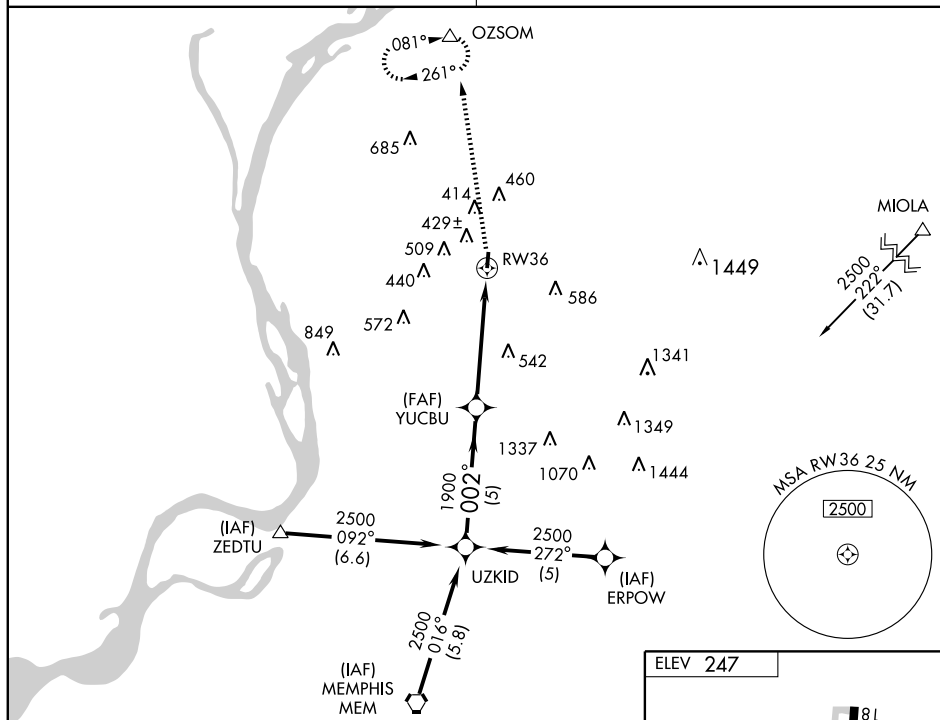
MILLINGTON/ CHARLES W. BAKER (2M8)

▼ Use Millington Rgnl Jetport altimeter setting, when  
▲ NA not received use Memphis Intl altimeter setting.

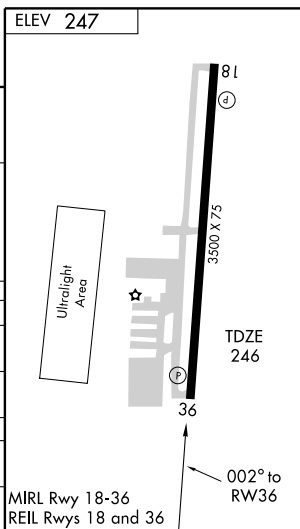
MISSED APPROACH: Climb to 3000 direct  
OZSOM WP and hold.

MEMPHIS APP CON  
**125.8 338.3**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-36	780-1	534 (600-1)	780-1½ 534 (600-1½)	NA
CIRCLING	800-1	553 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-36	800-1	554 (600-1)	800-1½ 554 (600-1½)	NA
CIRCLING	820-1	573 (600-1)	920-2 673 (700-2)	NA



VORTAC MEM <b>117.5</b> Chan <b>122</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>3500</b> <b>247</b> <b>247</b>
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# VOR/DME RWY 18

MILLINGTON/ CHARLES W. BAKER (2M8)

**▲** Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.  
**▲ NA** RADAR REQUIRED.

**MISSED APPROACH:** Climbing left turn to 2000 via MEM VORTAC R-008 to PIPSY/MEM 26.5 DME and hold.

MEMPHIS APP CON  
**125.8 338.3**

UNICOM  
**122.8 (CTAF)**

▲ 1486

685 ▲

414 ▲

509 ▲

440 ▲

▲ 572

▲ 849

▲ 542

1449 ▲

▲ 586

10 NM

▲ 1341

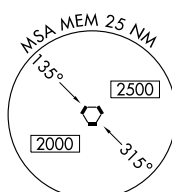
1349 ▲

1070 ▲

▲ 1444

1337 ▲

MEMPHIS  
117.5 MEM  
Chan 122



ELEV 247

188° 5 NM  
from FAF

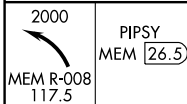
8L TDZE  
247

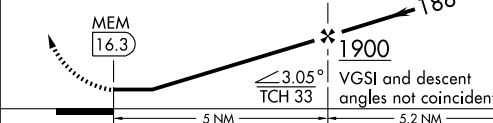
3500 X 75

36

MIRL Rwy 18-36  
REIL Rwy 18 and 36

Knots	60	90	120	150	180
Min:Sec					



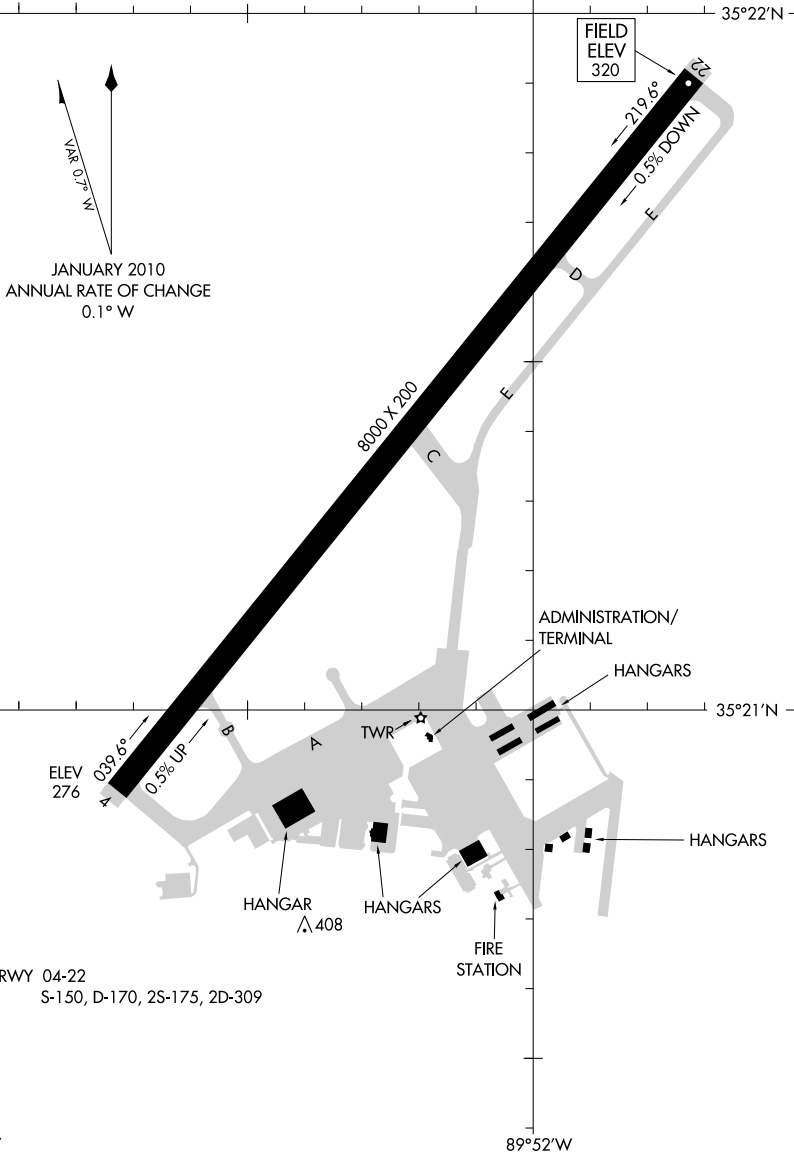
		Procedure Turn NA		
CATEGORY	A	B	C	D
S-18	800-1	553 (600-1)	800-1½ 553 (600-1½)	NA
CIRCLING	800-1	553 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1	573 (600-1)	820-1½ 573 (600-1½)	NA
CIRCLING	820-1	573 (600-1)	920-2 673 (700-2)	NA

# AIRPORT DIAGRAM

AL-910 (FAA)

MILLINGTON RGNL JETPORT (NQA)  
MILLINGTON, TENNESSEE

AWOS-3  
118.925  
MILLINGTON TOWER ★  
120.25 340.2  
GND CON  
121.375



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

MILLINGTON, TENNESSEE  
MILLINGTON RGNL JETPORT (NQA)

## CONTINUED FROM PRECEDING PAGE

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

(H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 010° 1.7 NM to fld. 360/01E.  
 ELVIS NDB (MHW/LOM) 287 ME N35°03.69' W90°04.30' 103° 4.8 NM to fld. NDB unusable byd 15 NM.  
 ILS 109.5 I-MEM Rwy 09. Class IA. LOM ELVIS NDB. LOC unusable byd 25° left of course. OM/NDB unusable byd 15 NM. LOC unusable byd 20° right of course.  
 ILS 111.95 I-SDU Rwy 18C. Class IE.  
 ILS/DME 108.9 I-OHN Chan 26 Rwy 36L. Class IIIE. BC unusable.  
 ILS 109.9 I-OOI Rwy 18R. Class IB.  
 ILS 108.7 I-JIM Rwy 27. LOC unusable byd 20° left of course.  
 ILS/DME 111.15 I-EXS Chan 48(Y) Rwy 18L. Class IB.  
 ILS/DME 111.35 I-MYO Chan 50(Y) Rwy 36R. Class IIIE.  
 ILS/DME 110.5 I-TSE Chan 42 Rwy 36C. Class IIIE.

**MERSY** N35°30.95' W88°57.42' NOTAM FILE MKL.  
 NDB (LOM) 394 MK 020° 5.4 NM to McKellar-Sipes Rgnl.

MEMPHIS

## MILLINGTON

**CHARLES W. BAKER** (2M8) 4 SW UTC-6(-5DT) N35°16.74' W89°55.89'

MEMPHIS

247 B FUEL 100LL NOTAM FILE MKL  
 RWY 18-36: H3500X75 (ASPH) S-25 MIRL  
 RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree.  
 RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Tree. Rgt tfc.  
 RWY 18U-36U: H1600X75 (ASPH) S-4  
 RWY 18U: Tree. RWY 36U: Trees.

L-16H  
IAP

**AIRPORT REMARKS:** Attended 1400-2230Z†. Unattended Thanksgiving and Christmas. Fixed-wing tkf/ldg prohibited from/to grass areas. Rwy 18U-36U for ultralt acft only. Rwy 18U-36U centerline stripes only.

**COMMUNICATIONS: CTAF/UNICOM 122.8**

Ⓡ MEMPHIS APP CON 125.8 Ⓡ MEMPHIS DEP CON 124.15

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 008° 16.0 NM to fld. 360/01E.  
 MILLINGTON NDB (MHW) 232 MIG N35°16.83' W89°55.98' at fld. NOTAM FILE MKL. VFR only.

**MILLINGTON RGNL JETPORT** (NQA) 1 NE UTC-6(-5DT) N35°21.40' W89°52.22'

MEMPHIS

320 B S4 FUEL 100LL, JET A+ OX 4 ARFF Index—See Remarks  
 NOTAM FILE NQA.

H-6J, L-16H  
IAP, AD

RWY 04-22: H8000X200 (ASPH-CONC-GRVD) S-150, D-170, 2S-175, 2D-309 HIRL  
 RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 73'. 0.5% up.  
 RWY 22: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 73'. Rgt tfc. 0.5% down.

**AIRPORT REMARKS:** Attended continuously Mon-Fri, Sat-Sun 1130-0100Z†. For svc after hrs call FBO 901-873-4144. Class IV, ARFF Index A. Index D avbl with prior notice. Rwy 04-22 first 1000 ft both ends and 3000 ft of NE portion not grvd. Twy B closed to air carrier ops. Rwy 22 REIL OTS indef. HIRL Rwy 04-22 and MALSR Rwy 22 preset low ints, to increase ints and ACTIVATE MALSR Rwy 22 and REIL Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.925 (901) 873-3630.

**COMMUNICATIONS: CTAF 120.25 UNICOM 122.95**

Ⓡ MEMPHIS APP CON 119.1 126.7 (176°-355°) 125.8 120.07 120.925 (356°-175°)

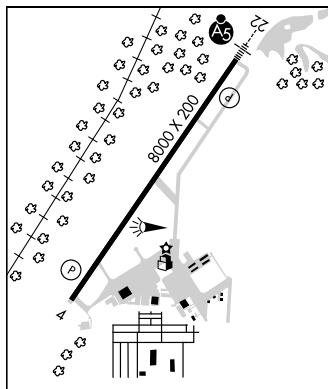
TOWER 120.25 (Mon 1500-0800Z†, Tue-Fri 1130-0800Z†, Sat-Sun 1130-0100Z†) GND CON 121.375

Ⓡ MEMPHIS DEP CON 124.65 (176°-355°) 121.0 124.15 (356°-175°)

**AIRSPACE: CLASS D** svc (Mon 1500-0800Z†, Tue-Fri 1130-0800Z†, Sat-Sun 1130-0100Z†) other times CLASS G.

## RADIO AIDS TO NAVIGATION: NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 014° 21.2 NM to fld. 360/01E.  
 NDB (MHW) 232 MIG N35°16.83' W89°55.98' 029° 5.6 NM to fld. NOTAM FILE MKL. VFR only.  
 ILS/DME 109.75 I-NQA Chan 34(Y) Rwy 22. Class IE. Unmonitored when twr clsd.



**MOCCA** N36°33.33' W82°19.08' NOTAM FILE TRI.

CINCINNATI

NDB (LOM) 299 TR 226° 6.5 NM to Tri-Cities Rgnl TN/VA. Unmonitored when twr clsd.

L-25C

**MONROE CO** (See MADISONVILLE)



LOC/DME I-NQA <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>219°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>320</b> <b>320</b>
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# ILS or LOC RWY 22

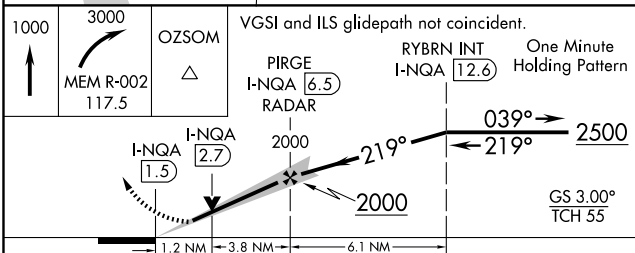
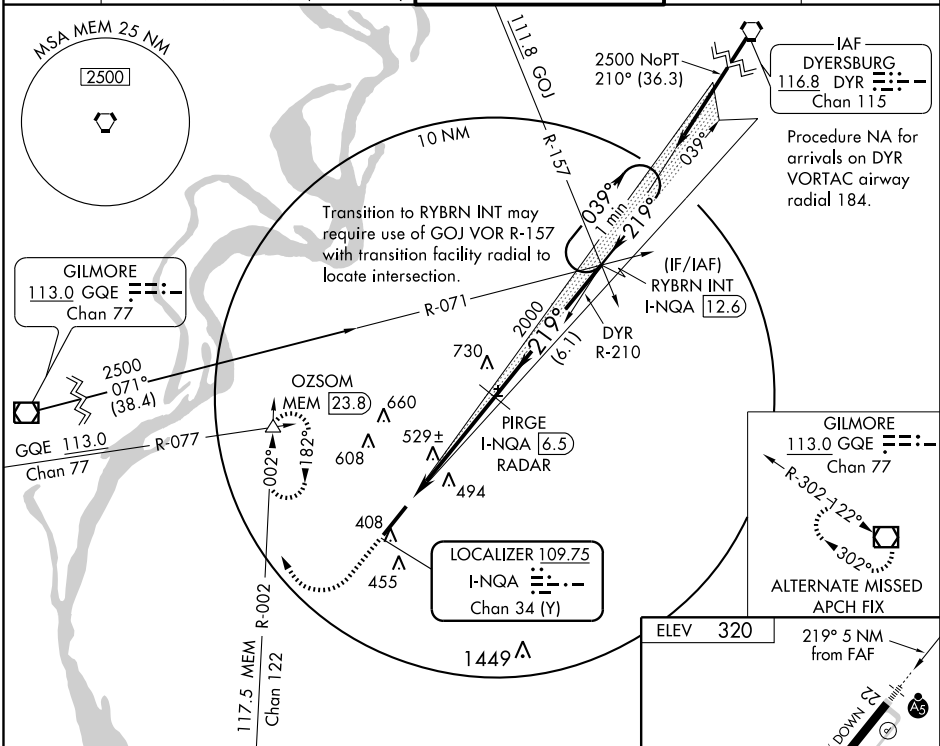
## MILLINGTON RGNL JETPORT (NQA)

For inoperative MALS, increase S-ILS Cat E visibility to  $\frac{3}{4}$  and S-LOC Cat E visibility to  $\frac{1}{2}$ . DME or RADAR Required. If local altimeter setting not received, use Memphis altimeter setting and increase DA to 568 feet and increase all MDAs 60 feet. S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. VDP NA when using Memphis altimeter setting.



**MALSR**  
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via MEM VORTAC R-002 to OZSOM Int/MEM 23.8 DME and hold.

AWOS-3 <b>118.925</b>	MEMPHIS APP CON <b>119.1 291.6</b> (176°-355°) <b>121.0 125.8 338.3</b> (356°-175°)	MILLINGTON TOWER ★ <b>120.25</b> (CTAF) <b>340.2</b>	GND CON <b>121.375</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-ILS 22			520- $\frac{1}{2}$	200 (200- $\frac{1}{2}$ )	
S-LOC 22	780- $\frac{1}{2}$	460 (500- $\frac{1}{2}$ )	780- $\frac{3}{4}$ 460 (500- $\frac{3}{4}$ )	780-1	460 (500-1)
CIRCLING	820-1	500 (500-1)	820-1 $\frac{1}{2}$ 500 (500-1 $\frac{1}{2}$ )	880-2 560 (600-2)	1020-2 $\frac{1}{2}$ 700 (700-2 $\frac{1}{2}$ )

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

APP CRS	Rwy Idg	<b>8000</b>
<b>039°</b>	TDZE	<b>292</b>
	Apt Elev	<b>320</b>

# RNAV (GPS) RWY 4

## MILLINGTON RGNL JETPORT (NQA)

**A** DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Memphis altimeter setting and increase MDAs 60 feet. VDP NA when using Memphis altimeter setting.

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

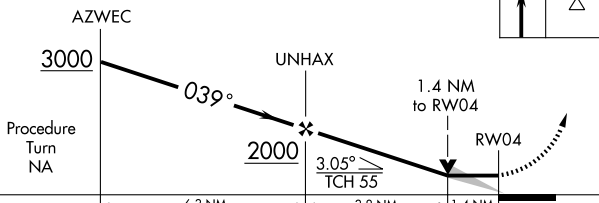
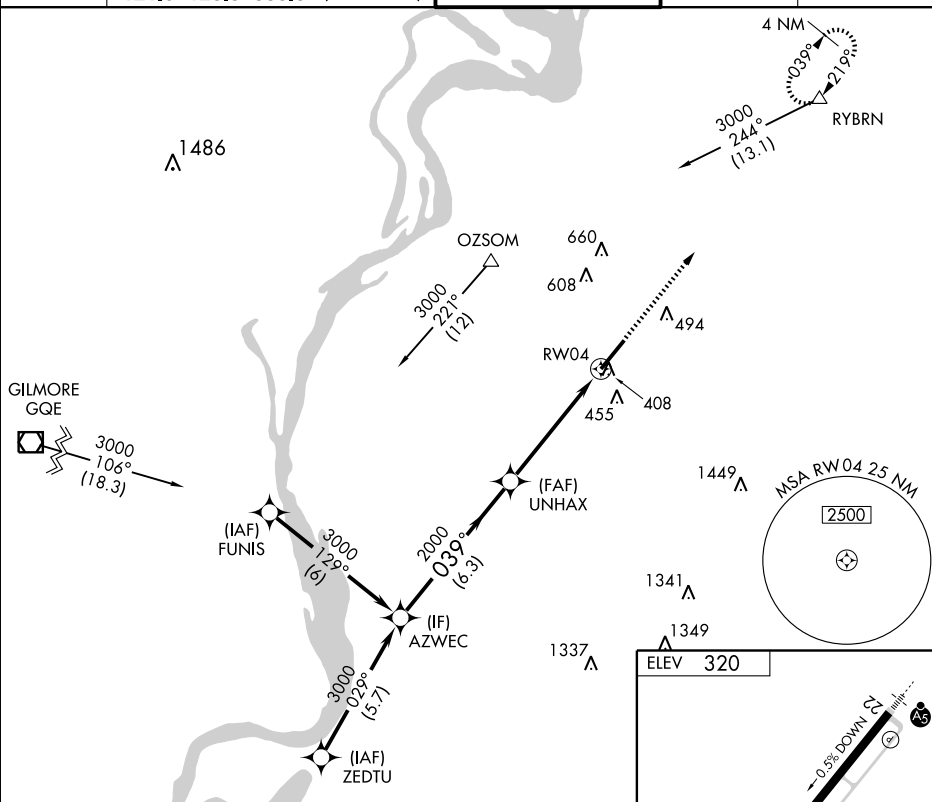
AWOS-3  
**118.925**

MEMPHIS APP CON  
**119.1 291.6** (176°-355°)  
**121.0 125.8 338.3** (356°-175°)

MILLINGTON TOWER ★  
**120.25 (CTAF) 340.2**

GND CON  
**121.375**

UNICOM  
**122.95**



CATEGORY	A	B	C	D	E
LNNAV MDA	760-1 468 (500-1)	760-1¼ 468 (500-1¼)	760-1½ 468 (500-1½)	760-1¾ 468 (500-1¾)	760-2 468 (500-2)
CIRCLING	820-1 500 (500-1)	820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)	

MILLINGTON, TENNESSEE  
Orig 10154

35° 21' N-89° 52' W

MILLINGTON RGNL JETPORT (NQA)  
**RNAV (GPS) RWY 4**

HIRL Rwy 4-22  
REIL Rws 4 and 22

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>86212</b> <b>W22A</b>	APP CRS <b>219°</b>	Rwy Idg <b>8000</b> TDZE <b>320</b> Apt Elev <b>320</b>
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## RNAV (GPS) RWY 22

MILLINGTON RGNL JETPORT (NQA)

**A** For inoperative MALS, increase LPV Cat E visibility to  $\frac{3}{4}$ , LNAV/VNAV Cat. E visibility to  $\frac{1}{2}$  and LNAV Cat. E visibility to  $\frac{1}{2}$ . If local altimeter setting not received, use Memphis altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Memphis altimeter setting. DME/DME RNP-0.3 NA.

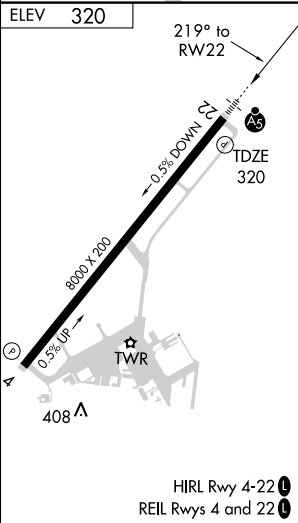
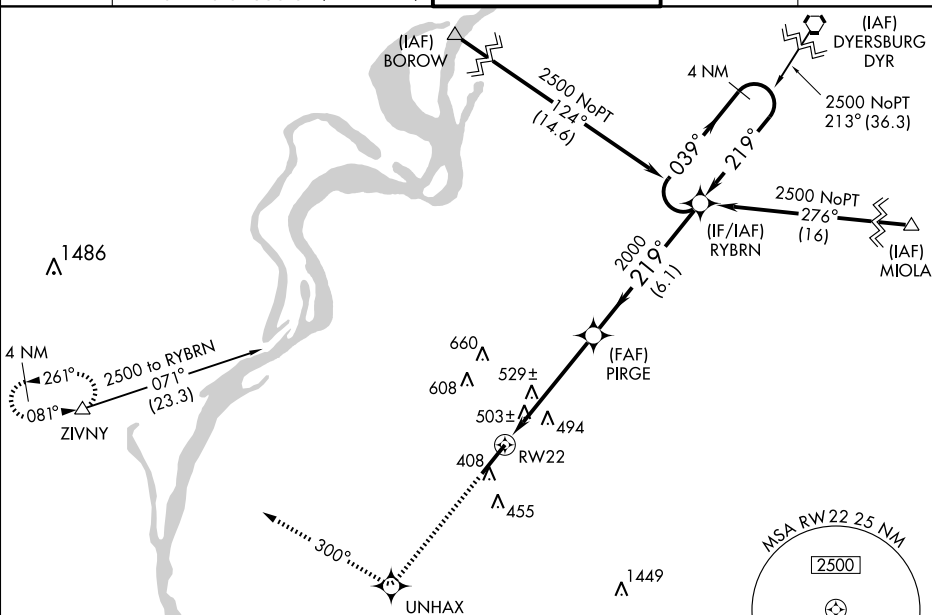


**MISSED APPROACH:**  
Climb to 2500 direct  
UNHAX and via 300°  
track to ZIVNY and hold.

AWOS-3	MEMPHIS APP CON		
118.925	119.1	291.6	(176°-355°)
	121.0	125.8	338.3 (356°-175°)

MILLINGTON TOWER ★  
120.25 (CTAF) **L** 340.2

GND CON  
**121.375**

UNICOM  
122.95

2500 UNHAX trk 300° ZIVNY

VGS1 and RNAV glidepath not coincident.

4 NM Holding Pattern

\*LNAV only

RYBRN

PIRGE

RW22

\*1.2 NM to RW22

219°

039°

2500

2000

GS 3.00° TCH 55

CATEGORY	A	B	C	D	E
LPV DA	570- $\frac{1}{2}$ 250 (300- $\frac{1}{2}$ )				
LNAV/VNAV DA	795-1 $\frac{1}{4}$ 475 (500- $\frac{1}{4}$ )				
LNAV MDA	780- $\frac{1}{2}$ 460 (500- $\frac{1}{2}$ )	780- $\frac{3}{4}$ 460 (500- $\frac{3}{4}$ )	780-1 460 (500-1)		
CIRCLING	820-1 500 (500-1)	820-1 $\frac{1}{2}$ 500 (500-1 $\frac{1}{2}$ )	880-2 560 (600-2)	1020-2 $\frac{1}{2}$ 700 (700-2 $\frac{1}{2}$ )	

MILLINGTON, TENNESSEE

Amdt 1A 10154

MILLINGTON RGNL JETPORT (NQA)

RNAV (GPS) RWY 22

35°21'N-89°52'W

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

VORTAC MEM <b>117.5</b> Chan <b>122</b>	APP CRS <b>195°</b>	Rwy Idg TDZE Apt Elev <b>8000</b> <b>320</b> <b>320</b>
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## VOR/DME or TACAN RWY 22

MILLINGTON RGNL JETPORT (NQA)

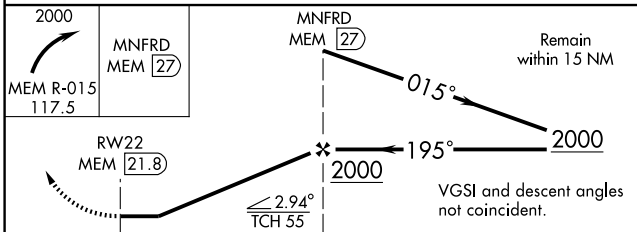
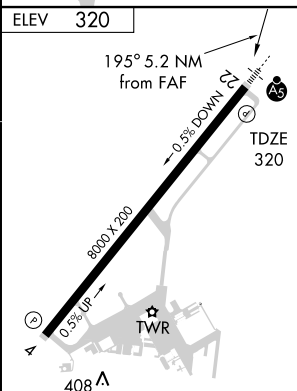
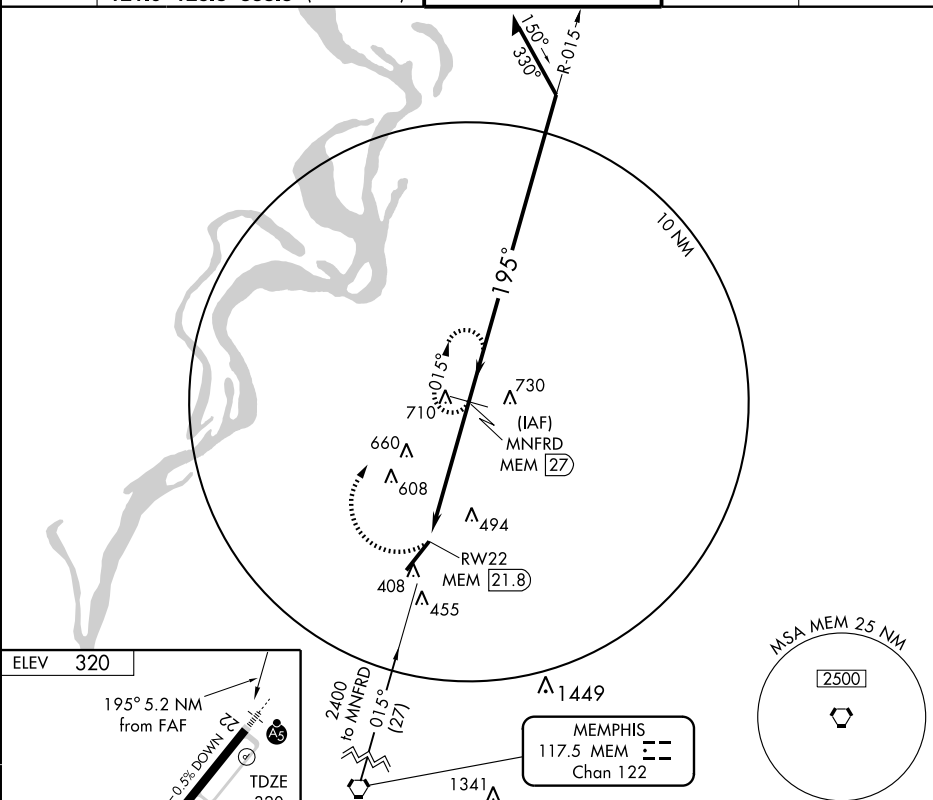
**▲** Inoperative table does not apply.  
If local altimeter setting not received, use Memphis  
altimeter setting and increase all MDAs 60 feet.

MALSR



MISSED APPROACH: Climbing right turn to 2000 via  
MEM VORTAC R-015 to MNFRD/27 DME and hold.

AWOS-3 <b>118.925</b>	MEMPHIS APP CON <b>119.1 291.6</b> (176°-355°) <b>121.0 125.8 338.3</b> (356°-175°)	MILLINGTON TOWER ★ <b>120.25</b> (CTAF) <b>0 340.2</b>	GND CON <b>121.375</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-22	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	960-2¼ 640 (700-2¼)
CIRCLING	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22 **0**  
REIL Rws 4 and 22 **0**

MILLINGTON, TENNESSEE

Amdt 2A 10154

35°21'N-89°52'W

MILLINGTON RGNL JETPORT (NQA)

VOR/DME or TACAN RWY 22

**MOORE—MURRELL** (See MORRISTOWN)**MORRISTOWN****MOORE—MURRELL** (MOR) 4 SW UTC-5(-4DT) N36°10.76' W83°22.53'1313 B S4 **FUEL** 100LL, JET A NOTAM FILE BNA**RWY 05-23:** H5717X100 (ASPH) S-25 MIRL 0.7% up SW**RWY 05:** REIL. MALSF. VASI(V4L)—GA 3.0°TCH 47'. Tree.**RWY 23:** REIL. VASI(V2L)—GA 3.0°TCH 53'. P-line.**AIRPORT REMARKS:** Attended 1300Z†-dusk. Deer on and invof arpt.

MALSF ots indef. ACTIVATE VASI Rwy 05—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 126.725 (423) 587-5886.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **KNOXVILLE APP/DEP CON** 132.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.**SNOWBIRD (L) VORTAC** 108.8 SOT Chan 25 N35°47.41'

W83°03.14' 330° 28.1 NM to fld. 4239/04W.

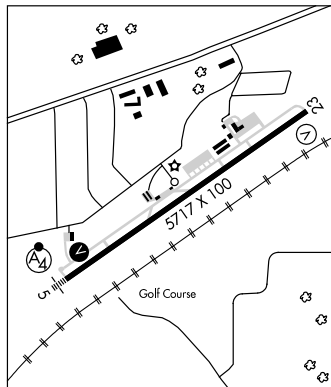
**JEFFERSON NDB (MHW)** 346 JXT N36°06.63' W83°28.54'

054° 6.4 NM to fld. NOTAM FILE BNA.

**SDF/DME** 109.5 MOR Chan 32 Rwy 05. (Unmonitored  
0200-1200Z†)**CINCINNATI**

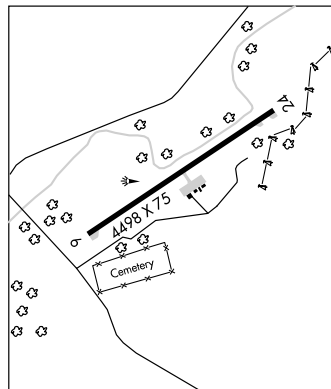
H-9B, 12G, L-25B

IAP

**MOUNTAIN CITY****JOHNSON CO** (6A4) 4 S UTC-5(-4DT) N36°25.07' W81°49.51'2240 S2 **FUEL** 100LL, JET A NOTAM FILE BNA**RWY 06-24:** H4498X75 (ASPH) D-26, 2D-37**RWY 06:** Tree. Rgt tfc.**RWY 24:** P-line.**AIRPORT REMARKS:** Attended 1400-2200Z†. Other hrs by request. Bird and deer activity invof arpt. Mountainous terrain; high peaks all quadrants. Ngt ops not recommended for transient tfc due to terrain. For FBO svc call 423-727-1223.**WEATHER DATA SOURCES:** AWOS-3 126.225 (423) 727-4365.**COMMUNICATIONS:** CTAF/UNICOM 122.7**TRI CITY APP/DEP CON** 134.425 (1100-0500Z†)**ATLANTA CENTER APP/DEP CON** 125.15 (0500-1100Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.**HOLSTON MOUNTAIN (L) VORTAC** 114.6 HMY Chan 93 N36°26.22'  
W82°07.77' 098° 14.8 NM to fld. 4321/04W.**CINCINNATI**

L-25C

IAP



NDB JXT <b>346</b>	APP CRS <b>053°</b>	Rwy Idg TDZE Apt Elev	<b>5717</b> <b>1313</b> <b>1313</b>
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## NDB or GPS RWY 5

MORRISTOWN/MOORE-MURRELL (MOR)



NA

If local altimeter setting not received, use Knoxville  
altimeter setting and increase all MDAs 140 feet.  
Inoperative table does not apply.

MALSF

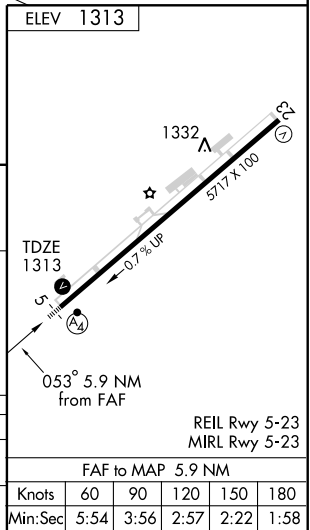
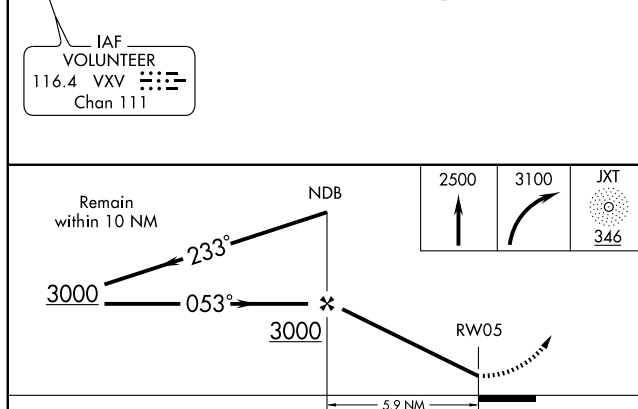
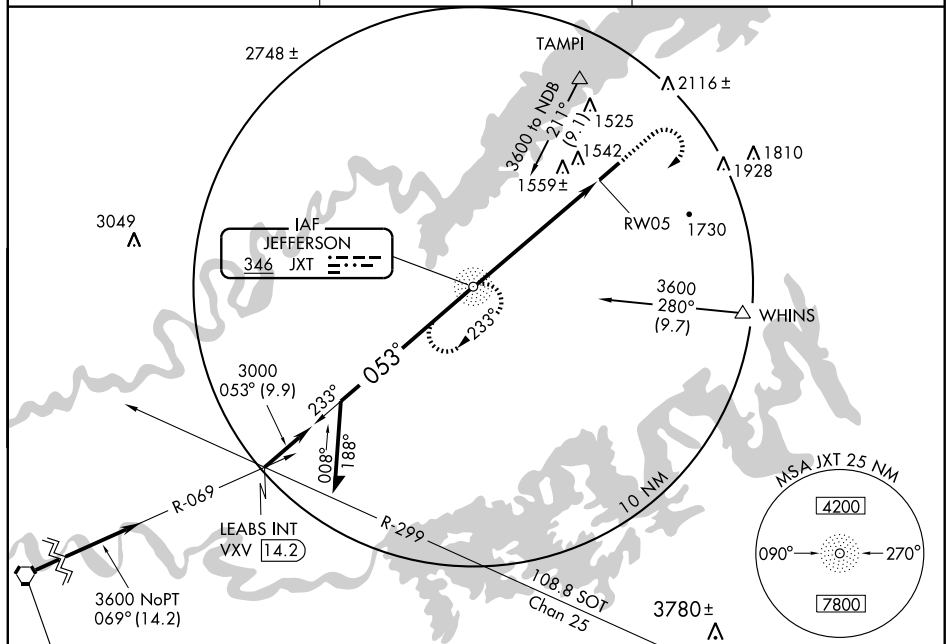


MISSED APPROACH: Climb to 2500 then climbing  
right turn to 3100 direct JXT NDB and hold.

AWOS-3  
**126.725**

KNOXVILLE APP CON  
**132.8 360.8**

UNICOM  
**122.8 (CTAF) 0**



SDF MOR <b><u>109.5</u></b> Chan <b>32</b>	APP CRS <b>053°</b>	Rwy Idg <b>5717</b> TDZE <b>1313</b> Apt Elev <b>1313</b>
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# SDF RWY 5

MORRISTOWN/MOORE-MURRELL (MOR)



If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply.

**ADF REQUIRED**

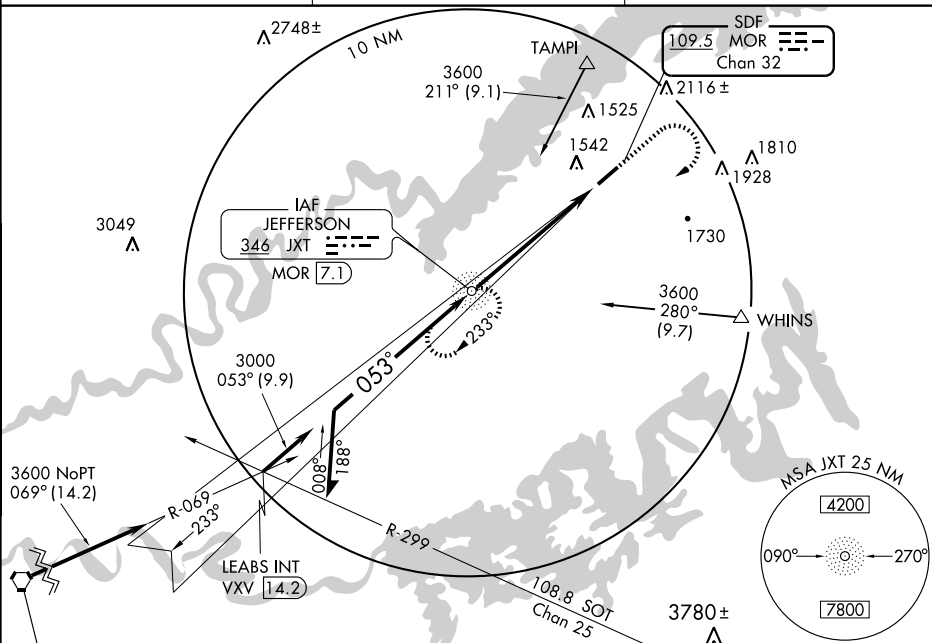
MALSF



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JXT NDB and hold.

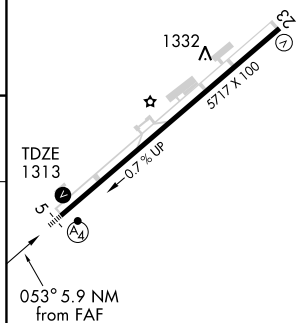
AWOS-3  
126.725

KNOXVILLE APP CON  
132.8 360.8

UNICOM  
122.8 (CTAF) **L**

SE-1. 21 OCT 2010 to 18 NOV 2010

ELEV 1313



REIL Rwy 5-23  
MIRL Rwy 5-23

Remain within 10 NM

233°

053°

3000

3000

NDB/INT MOR 7.1

2000

3000

JX



MC

1.

← 5.9 NM →

CATEGORY	A	B	C	D
S-5	1720-1	407 (500-1)	1720-1¼	407 (500-1¼)
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

MORRISTOWN, TENNESSEE

Amdt 4 09183

MORRISTOWN/MOORE-MURRELL (MOR)

36°11'N-83°23'W

SDF RWY 5

**MOORE—MURRELL** (See MORRISTOWN)**MORRISTOWN****MOORE—MURRELL** (MOR) 4 SW UTC-5(-4DT) N36°10.76' W83°22.53'1313 B S4 **FUEL** 100LL, JET A NOTAM FILE BNA**RWY 05-23:** H5717X100 (ASPH) S-25 MIRL 0.7% up SW**RWY 05:** REIL. MALSF. VASI(V4L)—GA 3.0° TCH 47'. Tree.**RWY 23:** REIL. VASI(V2L)—GA 3.0° TCH 53'. P-line.**AIRPORT REMARKS:** Attended 1300Z†—dusk. Deer on and invof arpt.

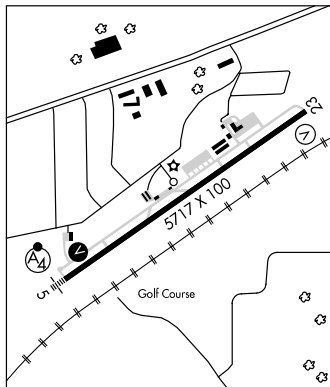
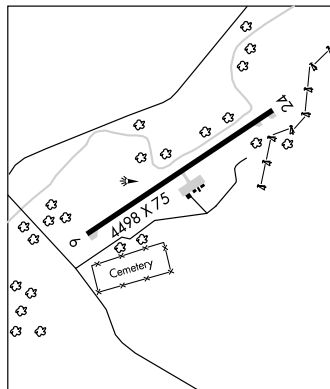
MALSF ots indef. ACTIVATE VASI Rwy 05—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 126.725 (423) 587-5886.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **KNOXVILLE APP/DEP CON** 132.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.**SNOWBIRD (L) VORTAC** 108.8 SOT Chan 25 N35°47.41'

W83°03.14' 330° 28.1 NM to fld. 4239/04W.

**JEFFERSON NDB (MHW)** 346 JXT N36°06.63' W83°28.54'

054° 6.4 NM to fld. NOTAM FILE BNA.

**SDF/DME** 109.5 MOR Chan 32 Rwy 05. (Unmonitored  
0200-1200Z†)**CINCINNATI****H-9B, 12G, L-25B****IAP****MOUNTAIN CITY****JOHNSON CO** (6A4) 4 S UTC-5(-4DT) N36°25.07' W81°49.51'2240 S2 **FUEL** 100LL, JET A NOTAM FILE BNA**RWY 06-24:** H4498X75 (ASPH) D-26, 2D-37**RWY 06:** Tree. Rgt tfc. **RWY 24:** P-line.**AIRPORT REMARKS:** Attended 1400-2200Z†. Other hrs by request. Bird and deer activity invof arpt. Mountainous terrain; high peaks all quadrants. Ngt ops not recommended for transient tfc due to terrain. For FBO svc call 423-727-1223.**WEATHER DATA SOURCES:** AWOS-3 126.225 (423) 727-4365.**COMMUNICATIONS:** CTAF/UNICOM 122.7**TRI CITY APP/DEP CON** 134.425 (1100-0500Z†)**ATLANTA CENTER APP/DEP CON** 125.15 (0500-1100Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.**HOLSTON MOUNTAIN (L) VORTAC** 114.6 HMY Chan 93 N36°26.22'  
W82°07.77' 098° 14.8 NM to fld. 4321/04W.**CINCINNATI****L-25C****IAP**



APP CRS	Rwy Idg	4498
065°	TDZE	2240
	Apt Elev	2240

## RNAV (GPS) RWY 6

MOUNTAIN CITY/JOHNSON COUNTY (6A4)



Circling NA for Cat. D SE of Rwy 06-24. DME/DME RNP-0.3 NA.  
Procedure NA at night. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Virginia Highlands  
altimeter setting and increase all MDA 80 feet.

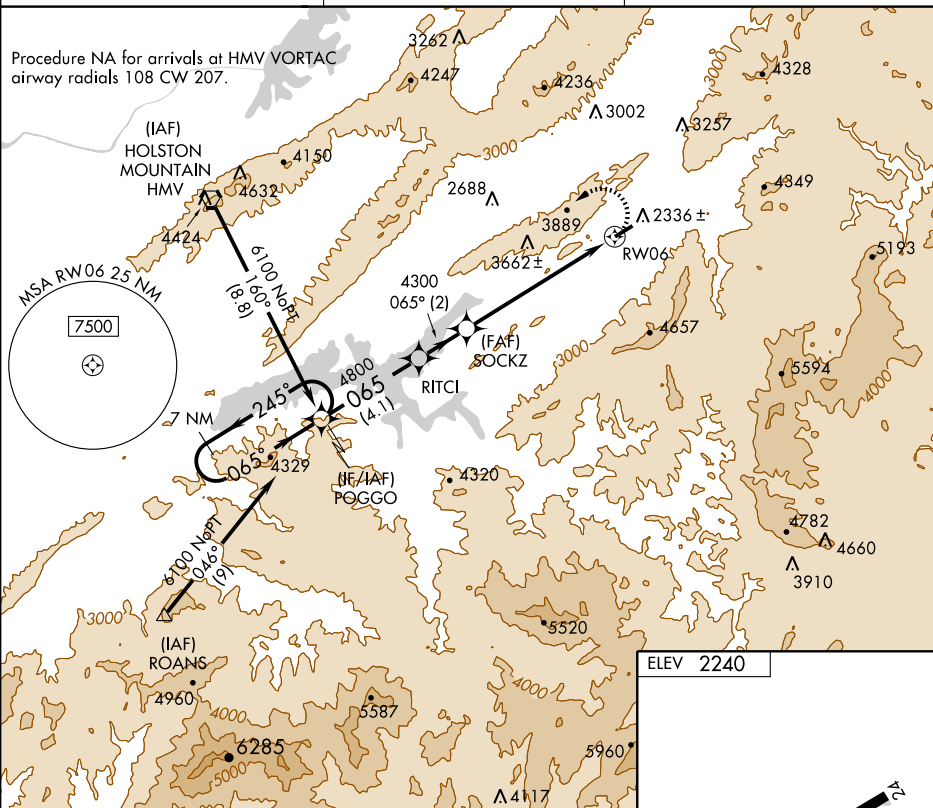
**MISSED APPROACH:** Climbing left turn to 6100 direct POGGO and hold.

AWOS-3  
126.225

TRI-CITY APP CON ★  
134,425 349.0

UNICOM  
122.7 (CTAF)

Procedure NA for arrivals at HMV VORTAC  
airway radials 108 CW 207.



ELEV 2240

7 NM  
Holding Pattern

POGGO

RITCI

SOCKZ

6100

POGGIO

TDZE  
2240

22-40

065° to  
RW06

065° to  
RW06

CATEGORY	DESCRIPTION	DATE	INITIALS
1			
2			
3			
4			
5			
6			
7			
8			
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99			
100			

A

B

C

--	--

INAV MDA

3900-1¼

3900-1½

3900-3 1660 (1700-3)

## CIRCLING

3900-1¼

3900-1½

4280-3

4300-3

MOUNTAIN CITY, TENNESSEE

Orig 09183

MOUNTAIN CITY / JOHNSON COUNTY (6 A 1)

36°25'N-81°50W

RNAV (GPS) RWY 6

SE-1. 21 OCT 2010 to 18 NOV 2010

APP CRS **253°**  
 Rwy ldg **4498**  
 TDZE **2240**  
 Apt Elev **2240**

# RNAV (GPS) RWY 24

MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night.  
**▲** NA Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Virginia Highlands  
 altimeter setting and increase all MDA 80 feet.

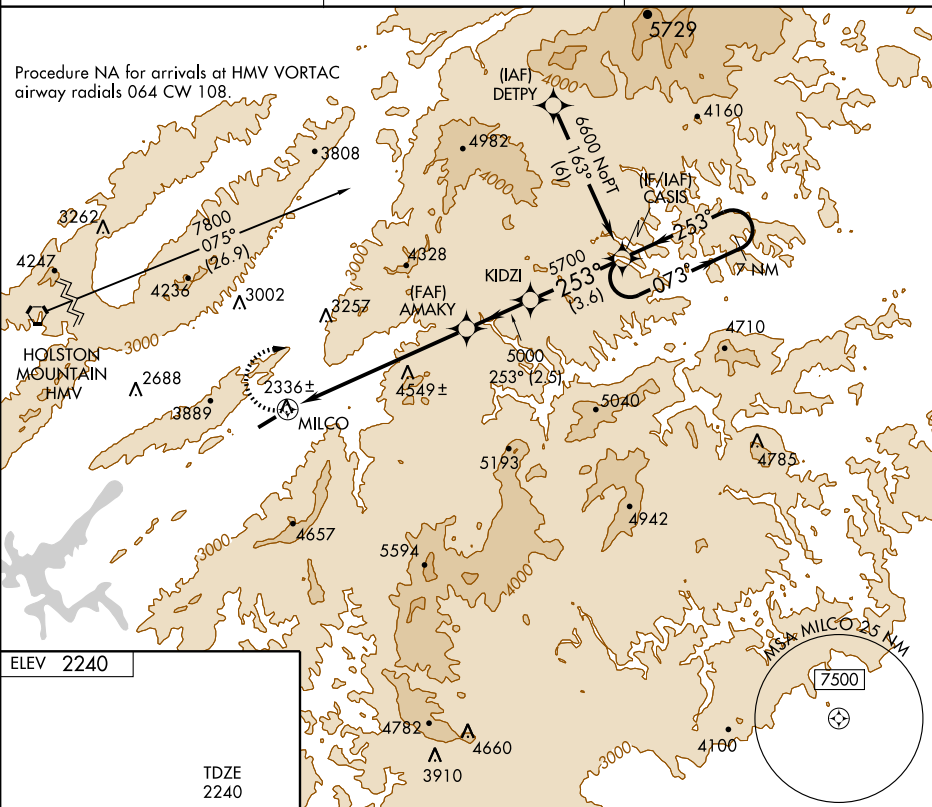
MISSED APPROACH: Climbing right turn  
 to 6600 direct CASIS and hold.

AWOS-3  
**126.225**

TRI-CITY APP CON ★  
**134.425 349.0**

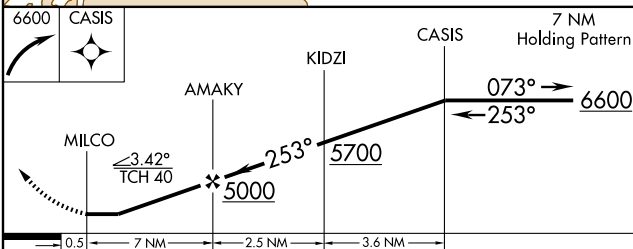
UNICOM  
**122.7** (CTAF)

Procedure NA for arrivals at HMV VORTAC  
 airway radials 064 CW 108.



ELEV **2240**

TDZE  
**2240**



CATEGORY	A	B	C	D
RNAV MDA	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	
CIRCLING	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	

**MURFREESBORO MUNI** (MBT) 2 N UTC-6(-5DT) N35°52.65' W86°22.65'

614 B S4 FUEL 100, JET A OX 2, 4 NOTAM FILE BNA

RWY 18-36: H3898X100 (ASPH) S-30 MIRL 0.4% up S

RWY 18: REIL. SAVASI(S2L)—GA 3.0° TCH 21'. Tree.

RWY 36: REIL. SAVASI(S2R)—GA 3.5° TCH 24'. Trees.

**AIRPORT REMARKS:** Attended Apr-Oct Mon-Sat 1330-0130Z†, Sun 1500-0130Z†, Nov-Mar Mon-Sat 1330-0030Z†, Sun 1500-0030Z†. General aprt information call 615-848-3254, for emerg or after hrs svc call 615-849-6031. Rwy 36 designated calm wind rwy. Extensive student flight training 1400-2300Z†. Standard tfc pattern required of all acft. Rwy 18 and 36 REIL OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 133.975 (615) 849-2622.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ NASHVILLE APP/DEP CON 118.4

GCO 135.075 (NASHVILLE CLNC)

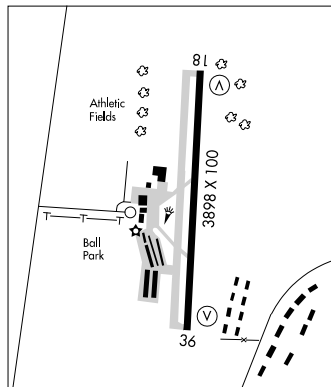
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 010° 19.1 NM to fld. 814/01W.

WALTER HILL NDB (MHW) 371 FQW N35°57.67' W86°22.26'

186° 5.0 NM to fld.



**MUSIC** N36°26.94' W86°59.63' NOTAM FILE BNA.

NDB (MHW) 279 ON 037° 6.4 NM to Springfield Robertson Co.

ST LOUIS

L-161

## NASHVILLE

**CORNELIA FORT AIRPARK** (M88) 5 NE UTC-6(-5DT) N36°11.42' W86°41.98'

418 S4 FUEL 100LL, JET A OX 2, 4 TPA-1000(582) NOTAM FILE BNA

RWY 04-22: H3500X50 (ASPH) LIRL (NSTD)

RWY 04: Tree. Rgt tfc. RWY 22: Tree.

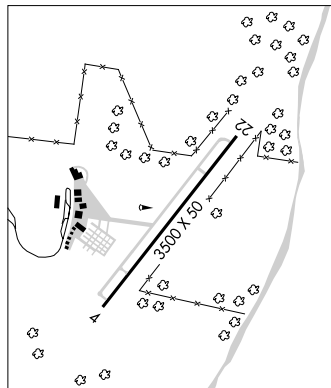
**AIRPORT REMARKS:** Attended 1300Z†-dusk. No svcs avbl Christmas day. Rwy 04-22 NSTD LIRL-NSTD height and thld lgt location. Enter rgt tfc pattern Rwy 04 from NW at 1100 ft (MSL); ctc Nashville apch con to avoid Nashville Intl tfc. Dep tfc pattern Rwy 04 W to N; otherwise ctc Nashville apch con for clnc thru area. Enter left tfc for Rwy 22 from NW at 1100 ft (MSL); ctc Nashville apch con to avoid Nashville Intl tfc. Dep tfc pattern Rwy 22 to the W to N; otherwise ctc Nashville apch con for clnc thru area.

**COMMUNICATIONS:** CTAF/UNCOM 123.075

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22'

W86°41.09' 349° 3.3 NM to fld. 570/02W.



ST LOUIS

L-161

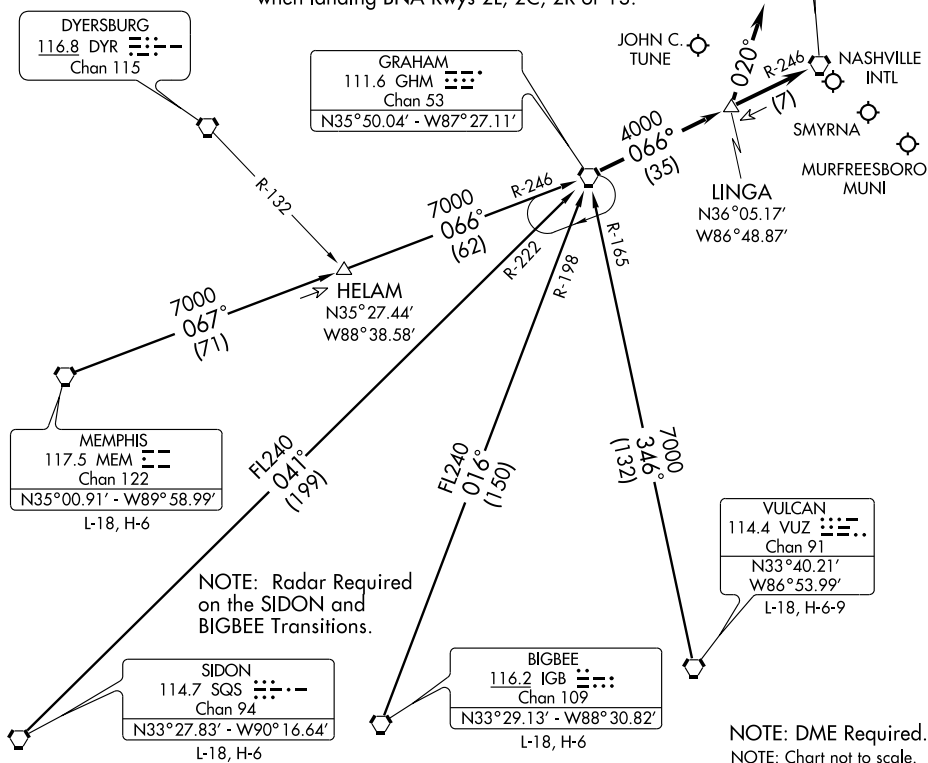
## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
120.6 387.0  
NASHVILLE ATIS  
135.1

GHM VORTAC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 11000.  
Expect clearance to cross at 250 KIAS  
when landing BNA Rwy's 2L, 2C, 2R or 13.



**BIGBEE TRANSITION (IGB.GHM5):** From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

**MEMPHIS TRANSITION (MEM.GHM5):** From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

**SIDON TRANSITION (SQS.GHM5):** From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

**VULCAN TRANSITION (VUZ.GHM5):** From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
127.175 360.7  
NASHVILLE ATIS  
135.1

LOUISVILLE  
114.8 IUU  
Chan 95

N38°06.21' - W85°34.65'

L-26-27, H-5-10

NOTE: IUU transition for  
turbojets only.

LEXINGTON  
112.6 HYK  
Chan 73

N37°57.98' - W84°28.35'

L-26-27, H-10

YOCKY  
N37°39.25'  
W84°09.37'  
H-10

BWG  
R-066

F1180  
219°  
(44)

BOWLING GREEN  
117.9 BWG  
Chan 126

FORKS  
N37°04.19'  
W85°43.60'

DREFT  
N36°56.00'  
W85°00.59'

GROAT  
N36°44.94'  
W85°24.29'

FIDDL  
N36°33.81'  
W85°47.89'

NASHVILLE  
114.1 BNA  
Chan 88  
N36°08.22'  
W86°41.09'

LIVINGSTON  
108.4 LVT  
Chan 21  
N36°35.07' - W85°10.00'  
L-25, H-9

JOHN C.  
TUNE

NASHVILLE  
INTL

SMYRNA

MURFREESBORO  
MUNI

HINCH MOUNTAIN  
117.6 HCH  
Chan 123  
N35°46.86' - W84°58.71'  
L-25, H-9

GUITR  
N36°28.73' - W85°58.57'

## TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000'.  
Expect clearance to cross at 250 KIAS  
when landing BNA RWYS 20L, 20C, 20R, or 31.

NOTE: HCH Transition to  
be assigned by ATC only.

NOTE: DME Required.

NOTE: Chart not to scale.

**HINCH MOUNTAIN TRANSITION (HCH.GUITR4):** From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . .

**LEXINGTON TRANSITION (HYK.GUITR4):** From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . .

**LIVINGSTON TRANSITION (LVT.GUITR4):** From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

**LOUISVILLE TRANSITION (IUU.GUITR4):** From over IUU VORTAC via IUU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

**YOCKY TRANSITION (YOCKY.GUITR4):** From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . .

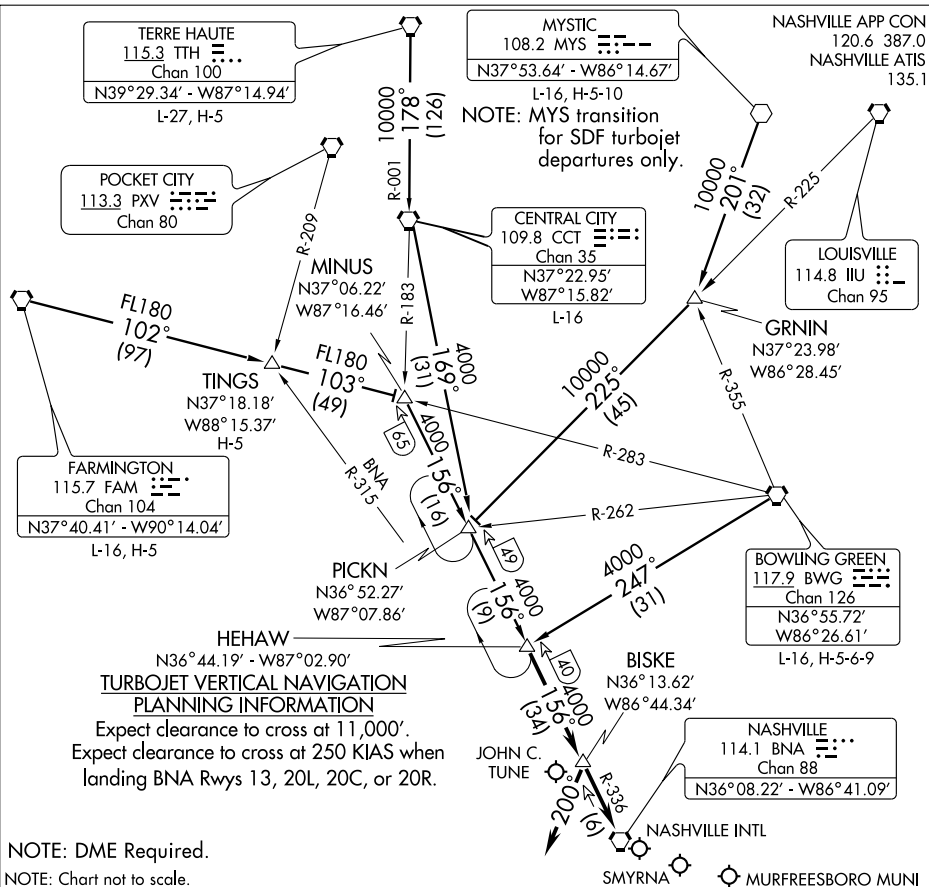
....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



NOTE: DME Required.

NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT. then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IJU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence, . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence, ...

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence, . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE.

Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE:

ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE

NDB FQW	APP CRS	Rwy Idg	<b>3898</b>
<b><u>371</u></b>	<b>186°</b>	TDZE	<b>612</b>
		Apt Elev	<b>614</b>

# NDB RWY 18

## MURFREESBORO MUNI (MBT)

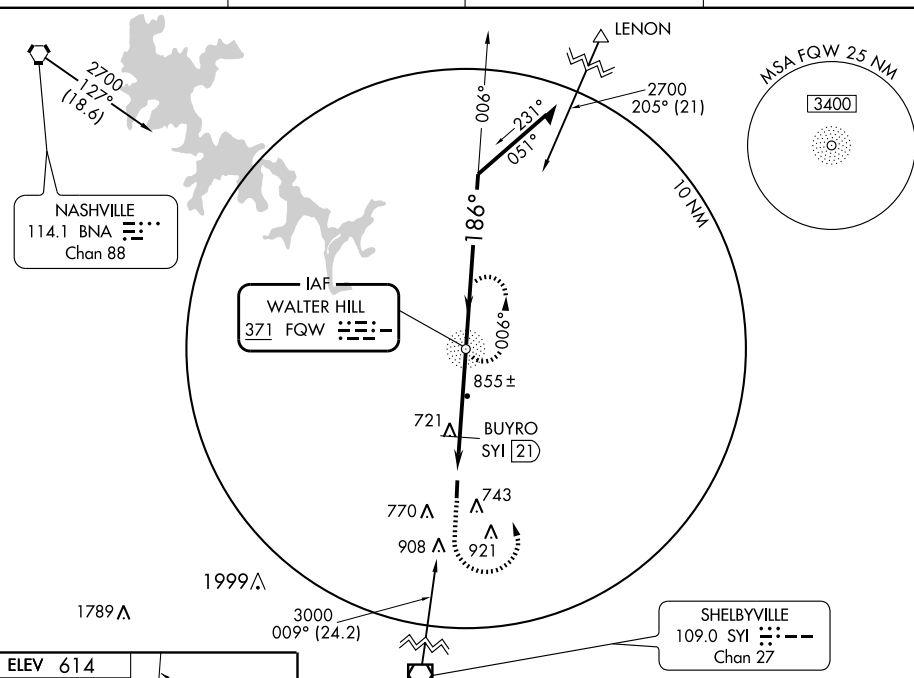
**T** Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet; increase S-18 and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2700 direct FQW NDB and hold.

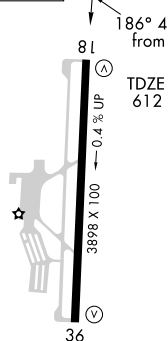
AWOS-3  
133.975

NASHVILLE APP CON  
118.4 360.7

GCO  
135.075

UNICOM  
122.7 (CTAF)

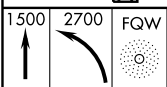
ELEV 614



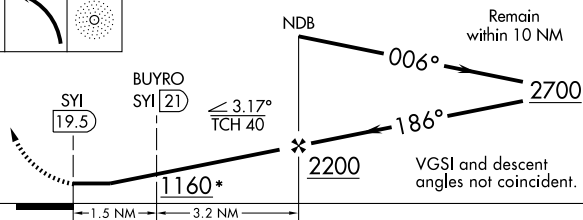
MIRL Rwy 18-36  
REIL Rwy 18 and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



\* 1220 When using Nashville Intl altimeter setting.



CATEGORY	A	B	C	D
S-18	1160-1 548 (600-1)		1160-1½ 548 (600-1½)	NA
CIRCLING	1160-1 546 (600-1)		1160-1½ 546 (600-1½)	NA
BUYRO FIX MINIMUMS				
S-18	1040-1 428 (500-1)		1040-1¼ 428 (500-1¼)	NA
CIRCLING	1080-1 466 (500-1)		1080-1½ 466 (500-1½)	NA

MURFREESBORO, TENNESSEE

Amdt 1 23SEP10

MURFREESBORO MUNI (MBT)

NDB RWY 18

35° 53' N - 86° 23' W

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

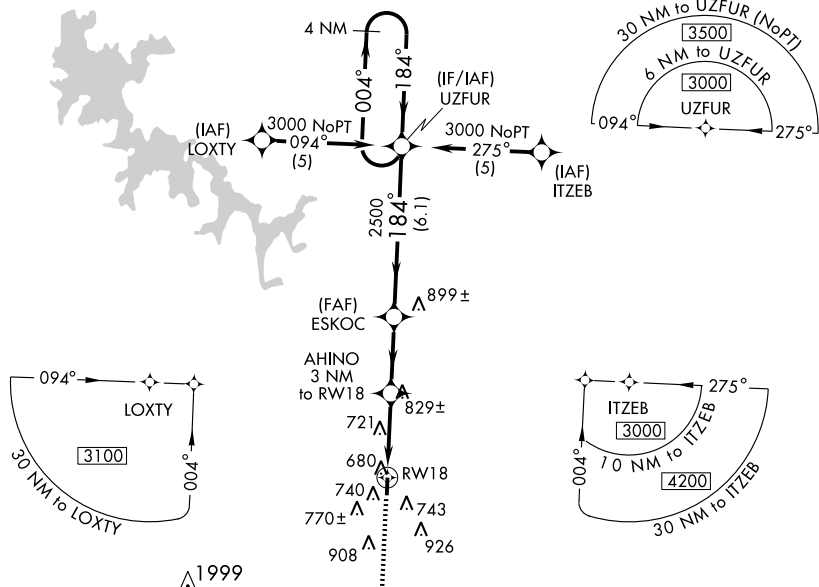
WAAS CH <b>48812</b>	APP CRS <b>184°</b>	Rwy Idg TDZE <b>3898</b> Apt Elev <b>612</b>
<b>W18A</b>		<b>614</b>

## RNAV (GPS) RWY 18

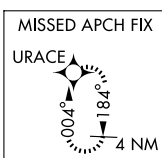
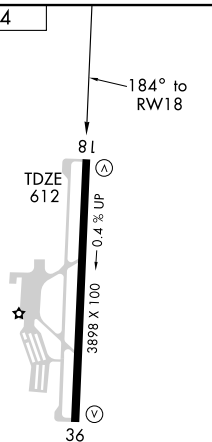
MURFREESBORO MUNI (MBT)



<p>▼ Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 51 feet, all MDA 60 feet, LPV and LNAV/VNAV all Cats. and LNAV Cats. C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.</p>	<p>▲ MISSED APPROACH: Climb to 3600 direct URACE and hold, continue climb-in-hold to 3600.</p>
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AWOS-3 <b>133.975</b>	NASHVILLE APP CON <b>118.4 360.7</b>	GCO <b>135.075</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 614



3600 URACE		*LNAV only		UZFUR		4 NM Holding Pattern	
		AHINO 3 NM to RW18		ESKOC		004° → 3000	
*1.1 NM to RW18		*1600		2500		← 184°	
		RW18		184°		VGSI and RNAV glidepath not coincident.	
1.1		1.9 NM		2.8 NM		6.1 NM	
CATEGORY		A		B		C	
LPV DA		904-1		292 (300-1)		NA	
LNAV/ VNAV DA		950-1¼		338 (400-1¼)		NA	
LNAV MDA		980-1		368 (400-1)		NA	
CIRCLING		1080-1		466 (500-1)		1080-1½ 466 (500-1½)	
						TCH 40	

MIRL Rwy 18-36  
REIL Rwy 18 and 36

MURFREESBORO, TENNESSEE

Amdt 1 09071

MURFREESBORO MUNI (MBT)

35° 53'N - 86° 23'W

## RNAV (GPS) RWY 18



APP CRS  
004°

Rwy Idg	<b>3898</b>
TDZE	<b>614</b>
Apt Elev	<b>614</b>

RNAV (GPS) RWY 36  
MURFREESBORO MUNI (MBT)

MURFREESBORO MUNI (MBT)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters  
**A** NA. When local altimeter setting not received, use Nashville  
Intl altimeter setting and increase all MDA 60 feet.

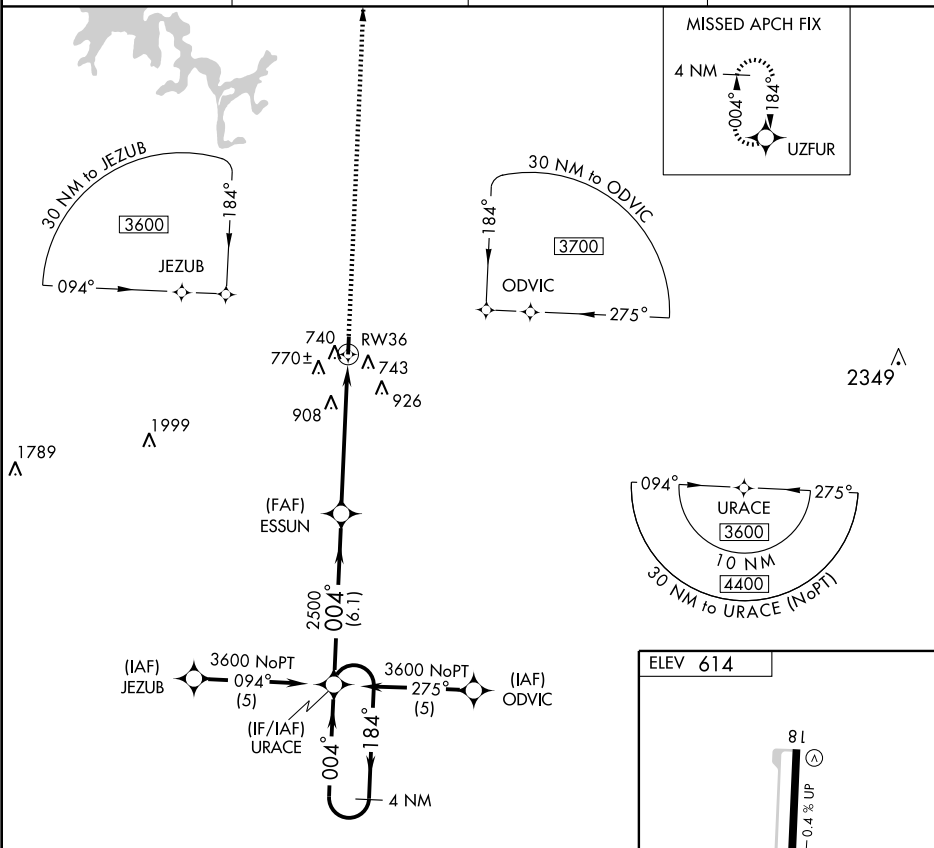
**MISSED APPROACH:** Climb to 3000 direct UZFUR and hold.

AWOS-3  
133.975

NASHVILLE APP CON  
118.4 360.7

GCO  
135.075

UNICOM  
122.7 (CTAF)



4 NM Holding Pattern

3600

184°

004°

004°

2500

3.05°

40

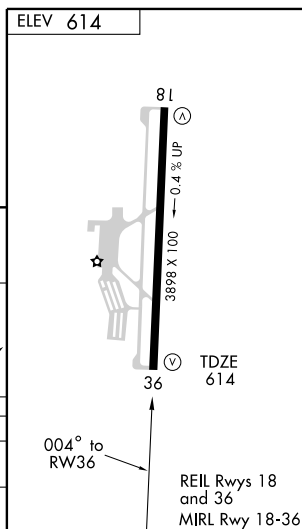
UZFU

ESSUN

RW36

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
INAV MDA	1220-1 606 (700-1)		1220-1 <sup>3</sup> / <sub>4</sub> 606 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	1220-1 606 (700-1)		1220-1 <sup>3</sup> / <sub>4</sub> 606 (700-1 <sup>3</sup> / <sub>4</sub> )	NA



MURFREESBORO, TENNESSEE

Amdt 1 09071

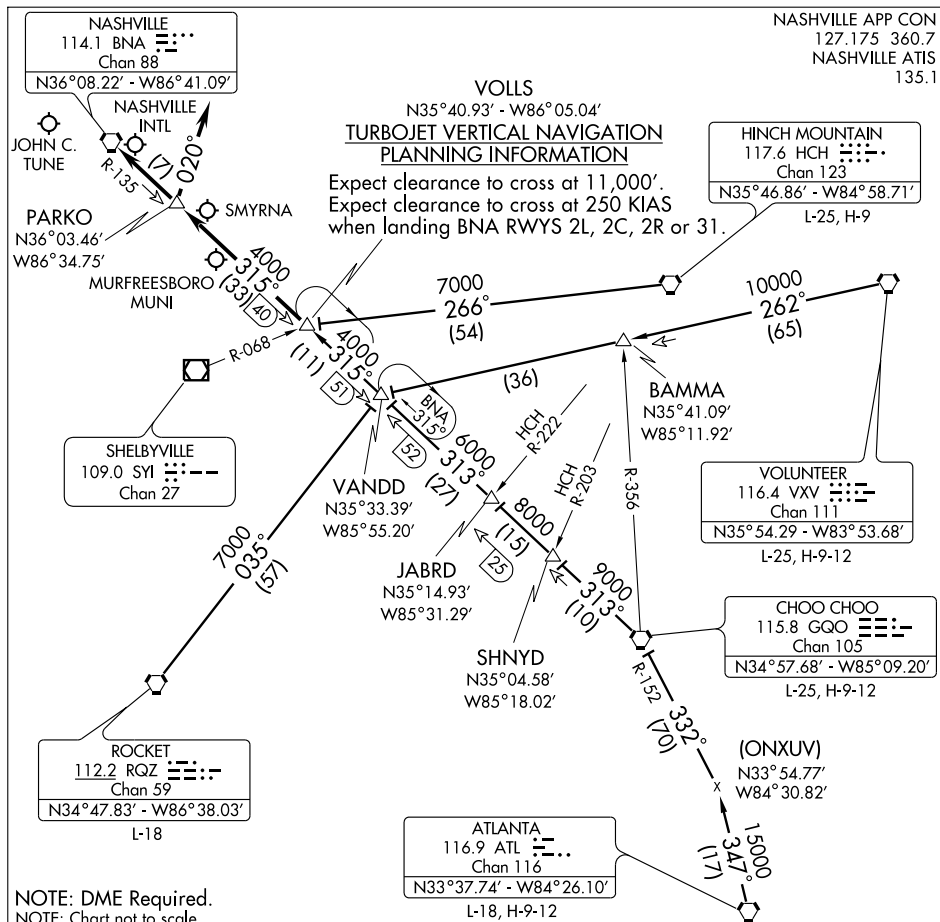
35°53'N - 86°23'W

MURFREESBORO MUNI (MBT)

RNAV (GPS) RWY 36

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010



**ATLANTA TRANSITION (ATL.VOLLS7):** From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**CHOO CHOO TRANSITION (GQO.VOLLS7):** From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**HINCH MOUNTAIN TRANSITION (HCH.VOLLS7):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

**ROCKET TRANSITION (RQZ.VOLLS7):** From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

**VOLUNTEER TRANSITION (VXV.VOLLS7):** From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

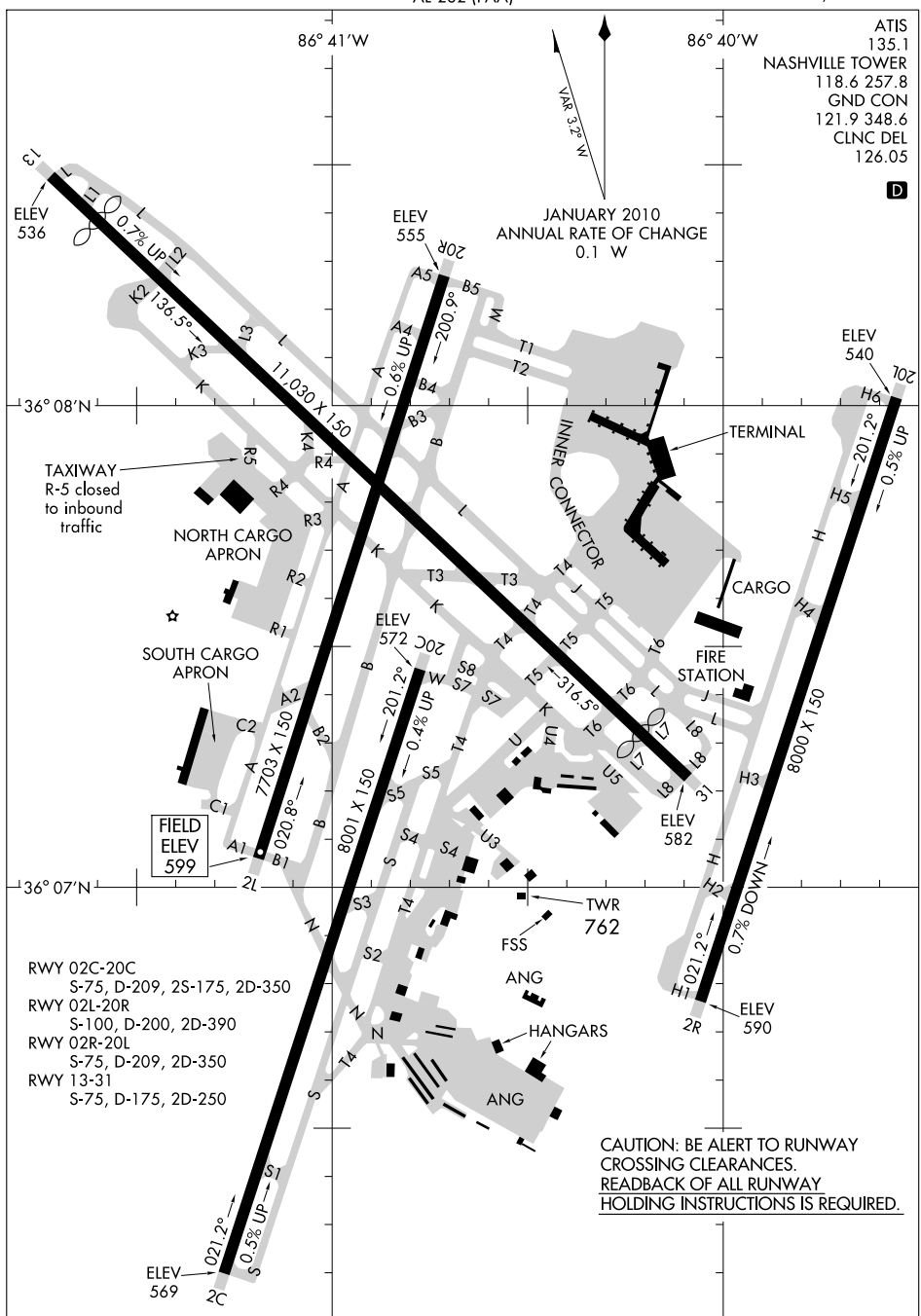
....**TURBOJETS/TURBOPROPS; LANDING NORTH:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

# AIRPORT DIAGRAM

AL-282 (FAA)

NASHVILLE INTL (BNA)  
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

NASHVILLE, TENNESSEE  
NASHVILLE INTL (BNA)

**NASHVILLE INTL** (BNA) 5 SE UTC-6(-5DT) N36°07.47' W86°40.69'

599 B S4 FUEL 100LL, JET A OX 2, 4 LRA Class I, ARFF Index C

ST LOUIS

H-6K, 9A, L-16J

IAP, AD

**RWY 13-31:** H11030X150 (ASPH-CONC) S-75, D-175, 2D-250 HIRL

**RWY 13:** REIL. VASI(V6L)—Upper GA 3.25° TCH 113.6'. Lower GA 2.75° TCH 43.5'. Thld displcd 801'. Trees. 0.7% up.

**RWY 31:** REIL. Thld displcd 741'. Tree.

**RWY 02C-20C:** H8001X150 (CONC-GRVD) S-75, D-209, 2S-175, 2D-350 HIRL

**RWY 02C:** MALSR. SAVASI(S2L)—GA 3.0° TCH 40'. 0.5% up.

**RWY 20C:** REIL. PAPI(P4L)—GA 3.0° TCH 77. 0.4% up.

**RWY 02R-20L:** H8000X150 (CONC-GRVD) S-75, D-209, 2D-350 HIRL CL

**RWY 02R:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 55'. 0.7% down.

**RWY 20L:** MALSR. PAPI(P4L)—GA 3.0° TCH 55'. 0.5% up.

**RWY 02L-20R:** H7703X150 (CONC-GRVD) S-100, D-200, 2D-390 HIRL CL 0.6% up S

**RWY 02L:** ALSF2. TDZL.

**RWY 20R:** MALSF. PAPI(P4R)—GA 3.0° TCH 77'.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 02L:** TORA-7702 TODA-7702 ASDA-7702 LDA-7702

**RWY 02C:** TORA-8000 TODA-8000 ASDA-8000 LDA-8000

**RWY 02R:** TORA-8000 TODA-8000 ASDA-8000 LDA-8000

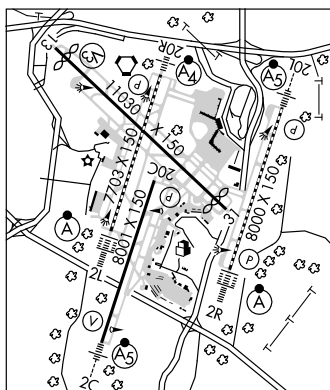
**RWY 13:** TORA-10288 TODA-11029 ASDA-10288 LDA-9487

**RWY 20L:** TORA-8000 TODA-8000 ASDA-8000 LDA-8000

**RWY 20C:** TORA-8000 TODA-8000 ASDA-8000 LDA-8000

**RWY 20R:** TORA-7702 TODA-7702 ASDA-7702 LDA-7702

**RWY 31:** TORA-10228 TODA-11029 ASDA-10228 LDA-9487



**AIRPORT REMARKS:** Attended continuously. Bird activity on and in/ov arpt. Do not confuse 150 ft wide Twy S for Rwy 20C. Lgtd jet blast fence 598' MSL located 1100' SE of Rwy 31 thld. Lgtd jet blast fence 568 ft MSL 1167 ft NW of Rwy 13 thld. No unauthorized 180° turns for acft 12500 lbs on asph surfaces. No flight over main terminal building is permitted. Rwy 13-31 is nighttime rwy. Acft conducting visual apch to Rwy 20R 20C 20L or 13 avoid Cornelia Fort Airpark (5 miles NW of Nashville Arpt) bto 2000' MSL. Read back of all rwy holding instructions is required. Pilots comply with all hold short instructions particularly at Twy K and Rwy 20C apch; Twy L8 and Rwy 31 apch; Twy L at Rwy 13 apch; and Twy H at Rwy 31 apch. C concourse taxilanes are, inner taxilane for outbound t/c and outer taxilane for inbound t/c. Twy S between Twy S5 and S7 including Twy S6 clsd indef. Fence construction NE ramp apron D concourse lgtd. Fee charged to Coml users only. All turbojet rwys have noise abatement procedures. Military fighter/attack/trainer turbojets use Rwy 13-31 for arr and dep. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Noise Abatement Procedures and Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (615) 360-6133. LLWAS. TDWR.

**COMMUNICATIONS:** D-ATIS 135.1 UNICOM 122.95

RCO 114.1T 122.55 122.2 122.1R (NASHVILLE RADIO)

Ⓡ APP CON 127.175 (019°-199°) 120.6 (200°-018°)

Ⓡ DEP CON 119.35 (200°-018°) 118.4 (019°-199°)

TOWER 118.6 GND CON 121.9 CLNC DEL 126.05

**AIRSPACE:** CLASS C svc continuous ctc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

(H) VORTAC 114.1 BNA Chan 88 N36°08.22' W86°41.09' at fld. 570/02W.

VORTAC unusable:

062°-069° bto 6000'

DOBBS NDB (LOM) 304 BN N36°01.86' W86°43.31' 024° 6 NM to fld.

OPERY NDB (MHW/LOM) 344 VI N36°12.24' W86°39.17' 198° 4.9 NM to fld. LOM OTS indef.

ILS/DME 111.75 I-UQU Chan 54(Y) Rwy 02R. Class IIIE. LOC unusable byd 20° right of centerline.

ILS/DME 109.9 I-BNA Chan 36 Rwy 02L. Class IIIE. LOM DOBBS NDB.

ILS/DME 109.35 I-SSX Chan 30(Y) Rwy 20L.

ILS 110.75 I-EZN Rwy 02C.

ILS 111.95 I-PNO Rwy 31. Class IB.

ILS 111.3 I-VIY Rwy 20R. Class IB. LOM OPERY NDB. LOM OTS indef. LOC unusable byd 25° right of course.

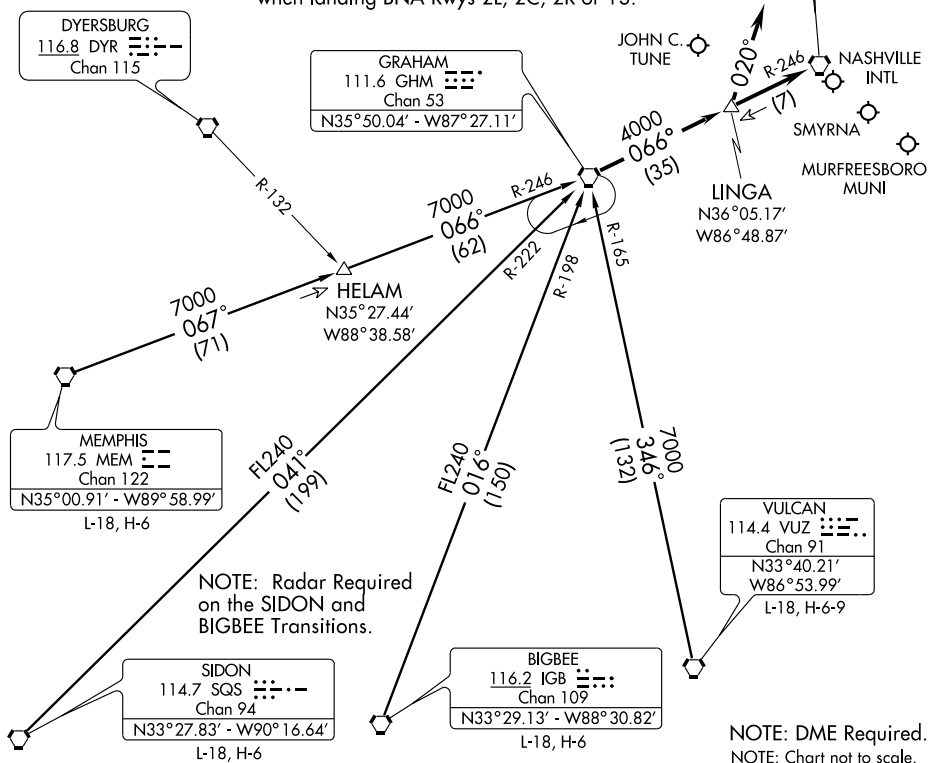
## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
120.6 387.0  
NASHVILLE ATIS  
135.1

GHM VORTAC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 11000.  
Expect clearance to cross at 250 KIAS  
when landing BNA Rwy's 2L, 2C, 2R or 13.



**BIGBEE TRANSITION (IGB.GHM5):** From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

**MEMPHIS TRANSITION (MEM.GHM5):** From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

**SIDON TRANSITION (SQS.GHM5):** From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

**VULCAN TRANSITION (VUZ.GHM5):** From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
127.175 360.7  
NASHVILLE ATIS  
135.1

LOUISVILLE  
114.8 IUU  
Chan 95

N38°06.21' - W85°34.65'

L-26-27, H-5-10

NOTE: IUU transition for turbojets only.

LEXINGTON  
112.6 HYK  
Chan 73

N37°57.98' - W84°28.35'

L-26-27, H-10

YOCKY  
N37°39.25'  
W84°09.37'  
H-10

BWG  
R-066

F1180  
219°  
(44)

BOWLING GREEN  
117.9 BWG  
Chan 126

FORKS  
N37°04.19'  
W85°43.60'

DREFT  
N36°56.00'  
W85°00.59'

GROAT  
N36°44.94'  
W85°24.29'

FIDDL  
N36°33.81'  
W85°47.89'

NASHVILLE  
114.1 BNA  
Chan 88  
N36°08.22'  
W86°41.09'

LIVINGSTON  
108.4 LVT  
Chan 21  
N36°35.07' - W85°10.00'  
L-25, H-9

JOHN C.  
TUNE

NASHVILLE  
INTL

SMYRNA

MURFREESBORO  
MUNI

HINCH MOUNTAIN  
117.6 HCH  
Chan 123  
N35°46.86' - W84°58.71'  
L-25, H-9

GUITR  
N36°28.73' - W85°58.57'

## TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000'.

Expect clearance to cross at 250 KIAS

when landing BNA RWYS 20L, 20C, 20R, or 31.

NOTE: HCH Transition to  
be assigned by ATC only.

NOTE: DME Required.

NOTE: Chart not to scale.

**HINCH MOUNTAIN TRANSITION (HCH.GUITR4):** From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . .

**LEXINGTON TRANSITION (HYK.GUITR4):** From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . .

**LIVINGSTON TRANSITION (LVT.GUITR4):** From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

**LOUISVILLE TRANSITION (IUU.GUITR4):** From over IUU VORTAC via IUU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

**YOCKY TRANSITION (YOCKY.GUITR4):** From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . .

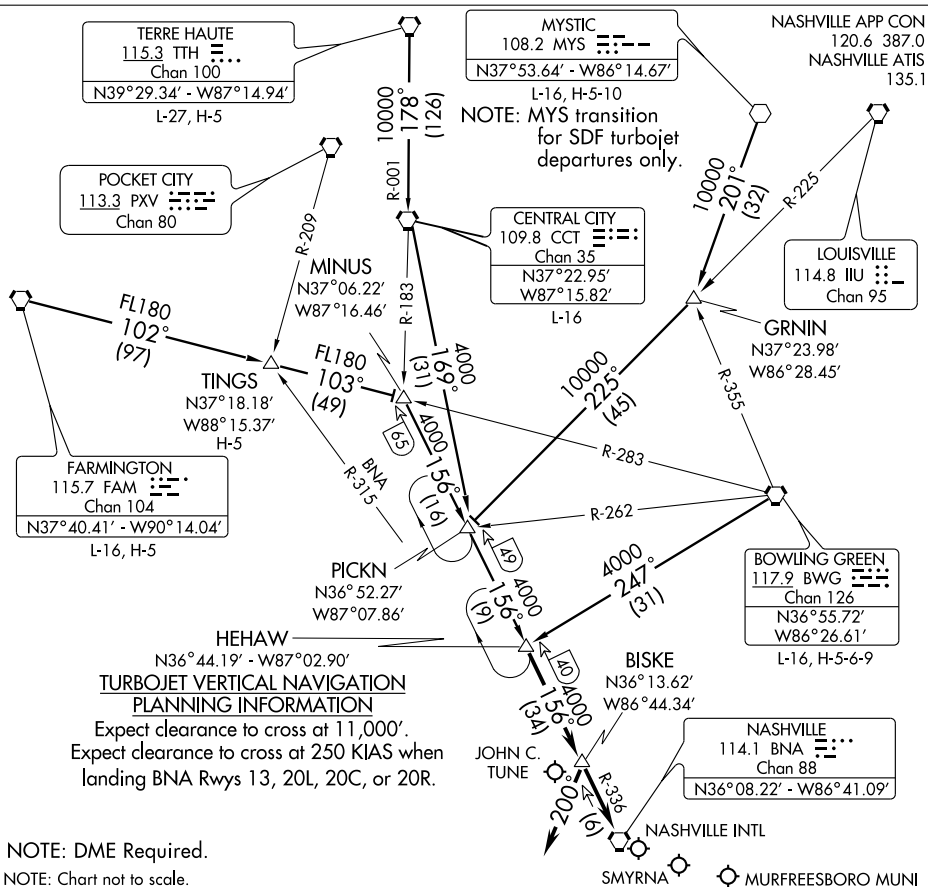
....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



NOTE: DME Required.

NOTE: Chart not to scale.

**BOWLING GREEN TRANSITION (BWG.HEHAW5):** From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . .

**CENTRAL CITY TRANSITION (CCT.HEHAW5):** From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

**FARMINGTON TRANSITION (FAM.HEHAW5):** From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

**MYSTIC TRANSITION (MYS.HEHAW5):** From over MYS VOR via MYS R-201 to GRNIN INT, then via IUU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

**TERRE HAUTE TRANSITION (TTH.HEHAW5):** From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

**TINGS TRANSITION (TINGS.HEHAW5):** From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over HEHAW INT via BNA R-336 to BISKE.

Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;**

**ALL RUNWAYS:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE

LOC I-EZN <b>110.75</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>587</b> <b>599</b>
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# ILS or LOC RWY 2C

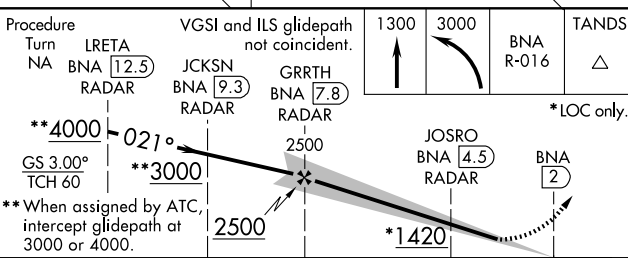
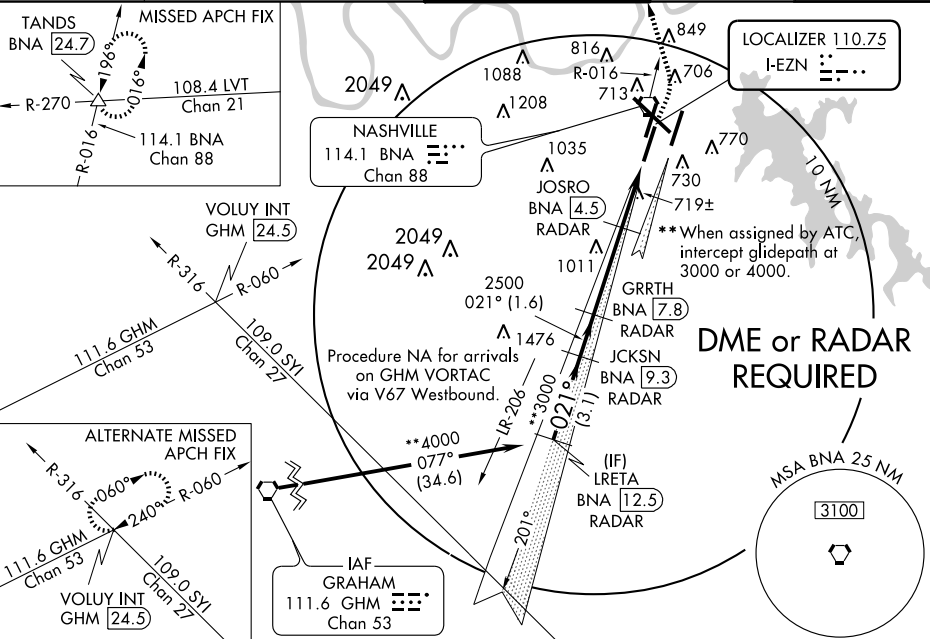
## NASHVILLE INTL (BNA)

▼ For inoperative MALSR, increase S-LOC 2C Cat A visibility to RVR 5000.  
 Simultaneous approach authorized with RWY 2R.  
 ▲ DME or RADAR REQUIRED. \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.

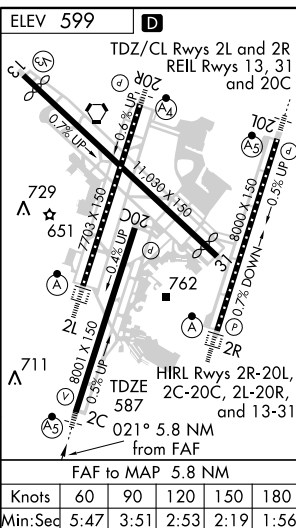


MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-016 to TANDS INT/BNA 24.7 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6</b> <b>387.0</b> 019°-199° <b>127.175</b> <b>360.7</b>	NASHVILLE TOWER <b>118.6</b> <b>257.8</b>	GND CON <b>121.9</b> <b>348.6</b>	CLNC DEL <b>126.05</b>
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CATEGORY	A	B	C	D
S-ILS 2C	<b>**787/24</b> 200 (200-½)			
S-LOC 2C	1420/40	833 (900-¾)	833 (900-2)	833 (900-2¼)
CIRCLING	1420-1 821 (900-1)	1420-1¼ 821 (900-1¼)	1420-2½ 821 (900-2½)	1420-2¾ 821 (900-2¾)
JOSRO FIX MINIMUMS				
S-LOC 2C	980/24 393 (400-½)			980/40 393 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)





ILS or LOC RWY 2L  
NASHVILLE INTL (BNA)


ALSF-2

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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MISSED APCH FIX

LOCALIZER 109.9  
I-BNA  
Chan 36

NASHVILLE  
114.1 BNA   
Chan 88

MSA BNA 25 NM

3100

DME or RADAR  
REQUIRED

DOBBS  
304 BN =

$\Lambda^{1476}$

RAD

DIKNS

R  
2500  
21° (1.4)

\* When assigned by ATC, intercept glidepath at 3000 or 4000

### One Minute Holding Pattern

FIDDS INT  
I-BNA 11.9  
RADAR I-B

DIKNS  
NA 8.7 DOE

3S	1200
----	------

4000

BEVEE

50

$$\frac{4000}{GS 3.00^\circ}$$

0210  
\*300

TEPEA  
I-BNA **3.7**  
RADAR

24

C only.	TDZE
A	599

51 7703 0000 -0.4% UP 0000

37 800  
OWN

\*When assigned by ATC, intercept glidepath at 3000 or 4000.

2500 \*

1380

5.7 N  
from  
FAF\

CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)			980/40 381 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-½)	1160-2 561 (600-2)

LOC/DME I-UQU  
**111.75**  
 Chan **54** (Y)

APP CRS  
**021°**

Rwy Idg **8000**  
 TDZE **590**  
 Apt Elev **599**

# ILS or LOC RWY 2R

NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L.  
 DME or RADAR REQUIRED.  
 LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1300 then  
 climbing right turn to 3000 via BNA R-072  
 to LENON INT/BNA 25.1 DME and hold.

ATIS  
**135.1**

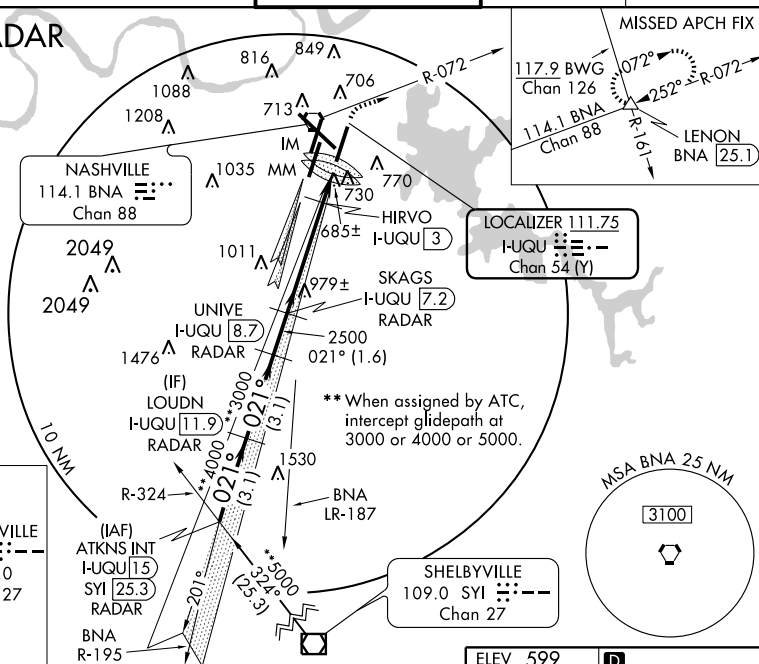
NASHVILLE APP CON  
 200°-018° **120.6 387.0**  
 019°-199° **127.175 360.7**

NASHVILLE TOWER  
**118.6 257.8**

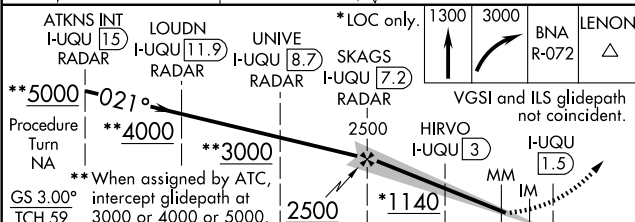
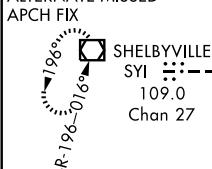
GND CON  
**121.9 348.6**

CLNC DEL  
**126.05**

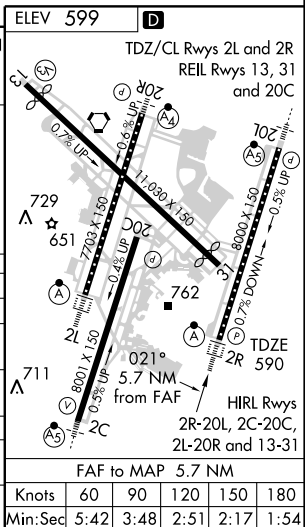
## DME or RADAR REQUIRED



ALTERNATE MISSED  
 APCH FIX



CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-1/2)			
S-LOC 2R	1140/24	550 (600-1/2)	1140/50 550 (600-1)	1140/60 550 (600-1/4)
CIRCLING	1140-1	541 (600-1)	1140-1/2 541 (600-1/2)	1160-2 561 (600-2)
HIRVO FIX MINIMUMS				
S-LOC 2R	1080/24	490 (500-1/2)	1080/40 490 (500-3/4)	1080/50 490 (500-1)
CIRCLING	1100-1	501 (600-1)	1120-1/2 521 (600-1/2)	1160-2 561 (600-2)



LOC/DME I-SSX <b><u>109.35</u></b> Chan <b>30</b> (Y)	APP CRS <b>201°</b>	Rwy Idg <b>8000</b> TDZE <b>551</b> Apt Elev <b>599</b>
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ILS or LOC RWY 20L  
NASHVILLE INTL (BNA)

NASHVILLE INTL (BNA)

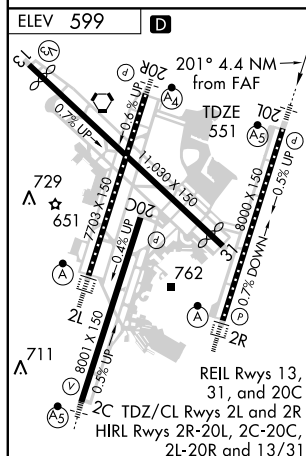
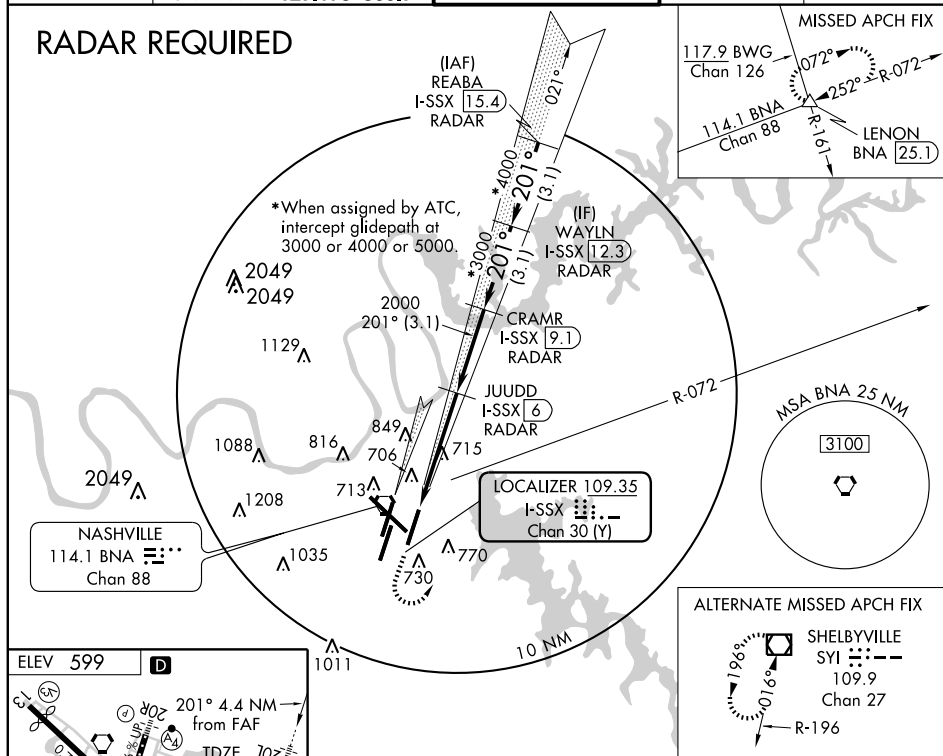
**T** Simultaneous approach authorized with Rwy 20R.  
DME or RADAR REQUIRED.  
LOC procedure NA during simultaneous operations.  
\*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.



**MISSED APPROACH:**  
Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-188° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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## RADAR REQUIRED



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:23	2:56	2:12	1:45	1:28

1300 ↑	3000 ↖	BNA R-072	LENON △
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VGSI and ILS glidepath not coincident.

201° \*5000  
GS 3.00°  
TCH 47

\*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

CATEGORY	A	B	C	D
S-ILS 20L	** 751/24 200 (200-½)			
S-LOC 20L	980/24	429 (400-½)	980/40 429 (400-¾)	980/50 429 (400-1)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)

NASHVILLE, TENNESSEE  
Amdt 5 10210

36° 07'N-86° 41'W

NASHVILLE INTL (BNA)  
ILS or LOC RWY 20L

SE-1. 21 OCT 2010 to 18 NOV 2010

LOC I-VIY	APP CRS	Rwy Idg	20R <b>7702</b>	20C <b>8000</b>
<b><u>111.3</u></b>	<b>201°</b>	TDZE	<b>578</b>	<b>588</b>
		Apt Elev	<b>599</b>	<b>599</b>

ILS or LOC RWY 20R  
NASHVILLE INTL (BNA)

NASHVILLE INTL (BNA)



Simultaneous approach authorized with Rwy 20L.  
DME or RADAR REQUIRED.  
LOC procedure NA during simultaneous operations.

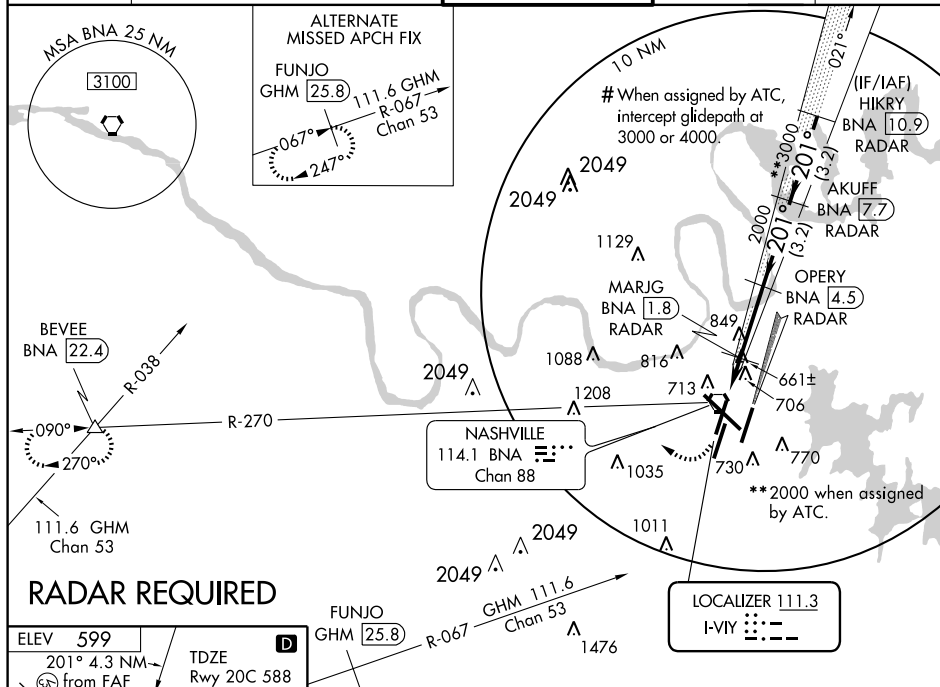
MALSF



**MISSED APPROACH:**

Climb to 1200 then climbing right turn to 4000 via heading 300° and BNA VORTAC R-270 to BEVEE INT/BNA VORTAC 22.4 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON		NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
	200° - 018°	<b>120.6 387.0</b>			
	019° - 199°	<b>127.175 360.7</b>			



SE-1. 21 OCT 2010 to 18 NOV 2010

ELEV 599

201° 4.3 NM from FAF

TDZE Rwy 20C 588 Rwy 20R 578

729 651 762 711

7703 X 150 8001 X 150 8000 X 150 11,030 X 150

0.7% UP 0.6% UP 0.4% UP 0.5% UP 0.7% DOWN 0.5% UP

TDZ/CL Rwy 2L and 2R REL Rwy 13, 31 and 20C HIRL Rwy 2R-20L, 2C-20C, 2L-20R and 13-31

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

1200 ↑

4000 HDG 300°

BNA R-270

BEVEE △

VGS and ILS glidepath not coincident.

AKUFF BNA 7.7 RADAR

HIKRY BNA 10.9 RADAR

\*\*2000 when assigned by ATC.

OPERY BNA 4.5 RADAR 2000

BNA 0.3

MARJG BNA 1.8 RADAR

201°

\*\*#4000

GS 3.00° TCH 59

\*\*#3000

# When assigned by ATC, intercept glidepath at 3000 or 4000.

\*LOC only.

\*1100

2000

CATEGORY	A	B	C	D
S-ILS 20R		778/40 200 (200-¾)		
S-LOC 20R		920/40 342 (400-¾)		920/60 342 (400-1¼)
SIDESTEP 20C	960-1 372 (400-1)	960-1½ 372 (400-1½)		960-2 372 (400-2)
CIRCLING	1100-1 501 (600-1)	1120-1½ 521 (600-1½)		1160-2 561 (600-2)

NASHVILLE, TENNESSEE

Amdt 10 10210

NASHVILLE INTL (BNA)

ILS or LOC RWY 20R

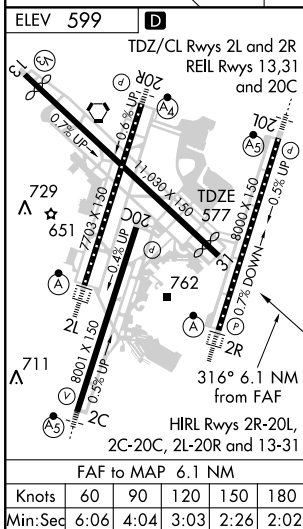
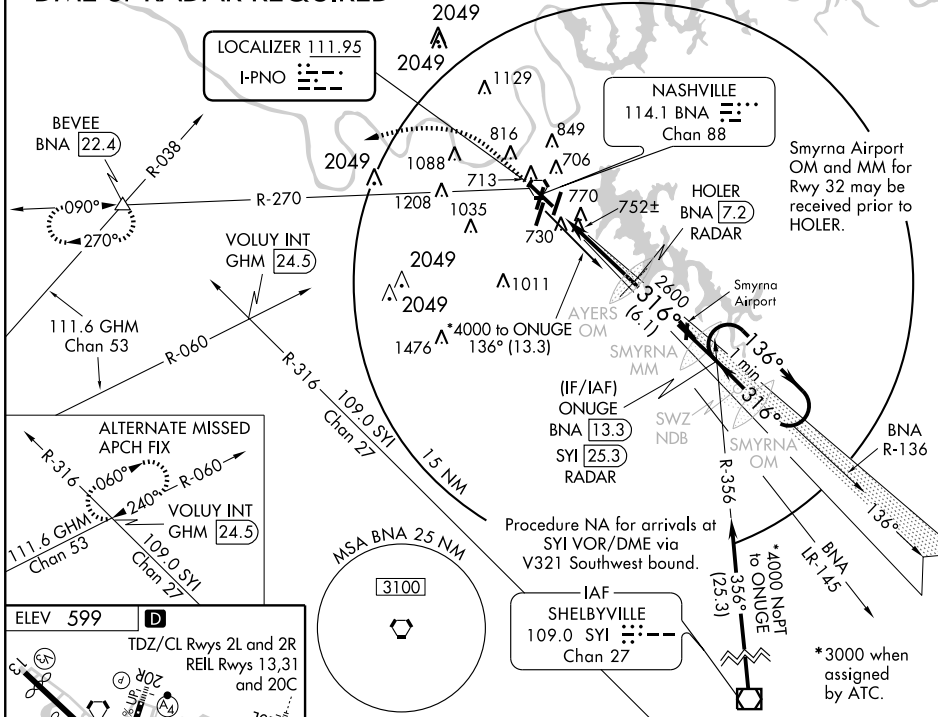
36° 07'N - 86° 41'W

LOC I-PNO	APP CRS	Rwy Idg	<b>9487</b>
<b><u>111.95</u></b>	<b>316°</b>	TDZE	<b>577</b>
		Apt Elev	<b>599</b>

ILS or LOC RWY 31  
NASHVILLE INTL (BNA)

DME or RADAR REQUIRED.		MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via BNA R-270 to BEVEE INT/BNA 22.4 DME and hold.		
ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>

DME or RADAR REQUIRED



1400 ↑	4000 ↖ BNA R-270	BEVEE △	HOLER BNA <u>7.2</u> RADAR 2600 ONUGU BNA <u>13.3</u> RADAR One Minute Holding Pattern		
BNA <u>1.2</u> 6.1 NM 6.1 NM			316° 136° *4000 ← 316° *3000 when assigned by ATC. GS 3.00° TCH 52		
CATEGORY	A	B	C	D	
S-ILS 31	777-3/4 200 (200-3/4)				
S-LOC 31	1020-1	443 (500-1)	1020-1 1/4 443 (500-1 1/4)	1020-1 1/2 443 (500-1 1/2)	
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)	

NASHVILLE, TENNESSEE  
Amdt 9 10210

36° 07'N-86° 41'W



NASHVILLE INTL (BNA)  
ILS or LOC RWY 31

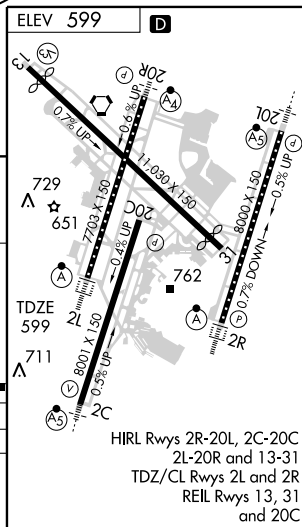
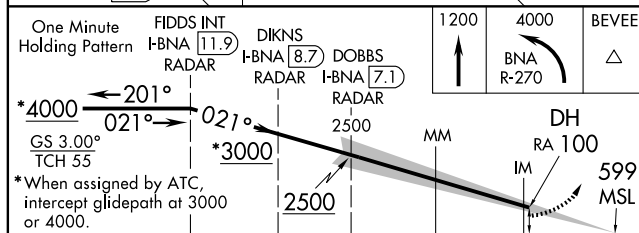
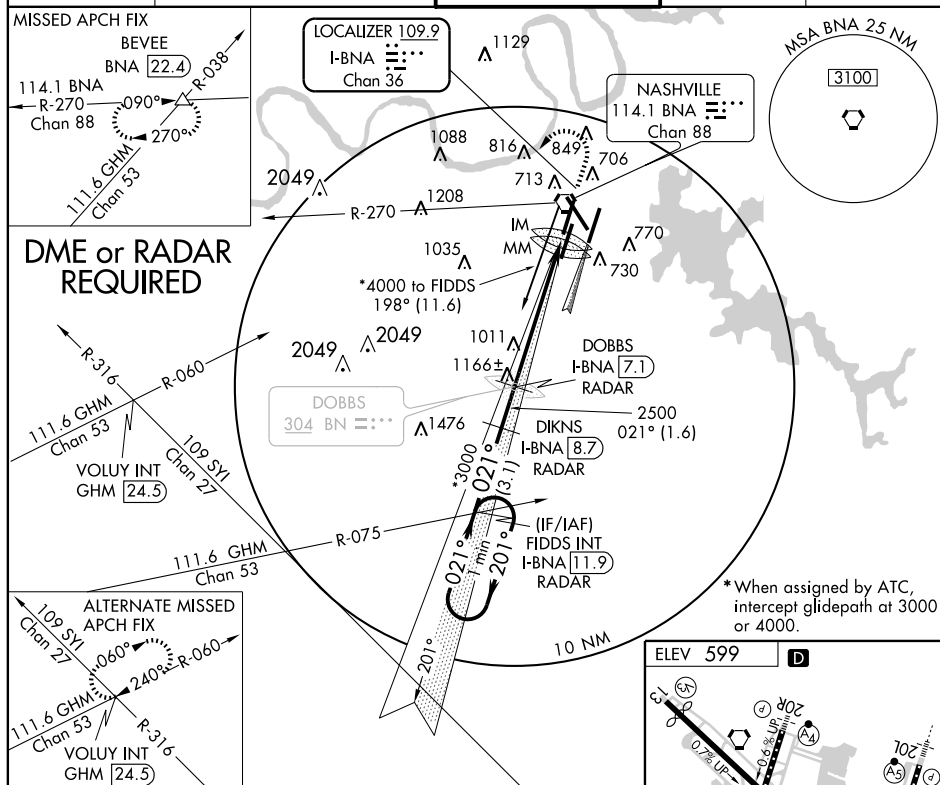
SE-1. 21 OCT 2010 to 18 NOV 2010

**SE-1, 21 OCT 2010 to 18 NOV 2010**

LOC/DME I-BNA <b>109.9</b> Chan <b>36</b>	APP CRS <b>021°</b>	Rwy Idg <b>7702</b> TDZE <b>599</b> Apt Elev <b>599</b>
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ILS RWY 2L (CAT II)  
NASHVILLE INTL (BNA)

	Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.		ALSF-2 	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.	
	ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>



	-3.1 NM	1.6 NM	-5.2 NM	2163'	872'	1115'
CATEGORY	A	B	C	D	E	F
S-ILS 2L	RA 100/12 100 DA 699					
<b>CATEGORY II ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>						

LOC/DME I-BNA <b>109.9</b> Chan <b>36</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>7702</b> <b>599</b> <b>599</b>
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# ILS RWY 2L (CAT III)

## NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2R.  
DME or RADAR REQUIRED.

ALSIF-2



MISSED APPROACH: Climb to 1200 then  
climbing left turn to 4000 via BNA VORTAC  
R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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MISSED APCH FIX

BEVEE

BNA

22.4

114.1 BNA  
R-270  
Chan 88

111.6 GHM  
Chan 53

LOCALIZER 109.9  
I-BNA  
Chan 36

1129

NASHVILLE  
114.1 BNA  
Chan 88

MSA BNA 25 NM

3100

### DME or RADAR REQUIRED

R-316  
111.6 GHM  
Chan 53

R-060  
109 SYI  
Chan 27

ALTERNATE MISSED  
APCH FIX  
109 SYI  
Chan 27

111.6 GHM  
Chan 53

VOLUY INT  
GHM

24.5

201°  
021°

\*When assigned by ATC,  
intercept glidepath at 3000  
or 4000.

3.1 NM

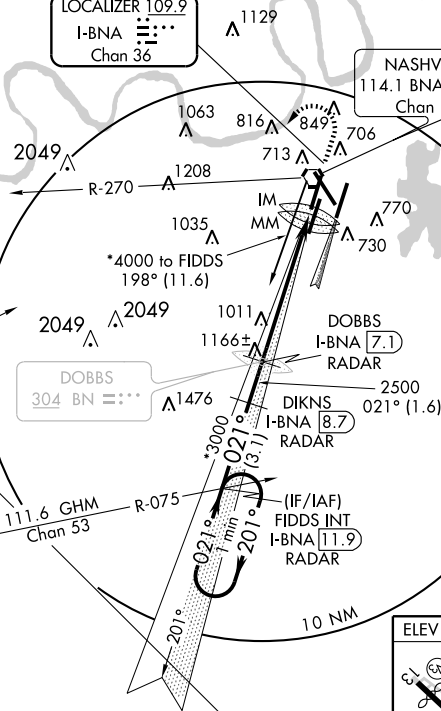
1.6 NM

5.2 NM

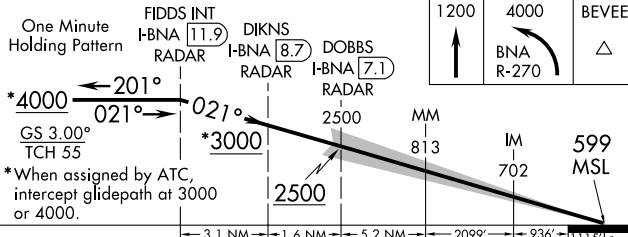
2099'

936'

111.3'

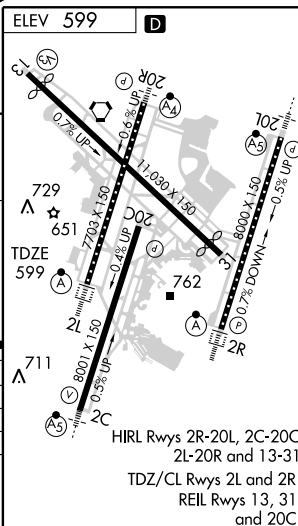


\*When assigned by ATC,  
intercept glidepath at 3000  
or 4000.



CATEGORY	A	B	C	D
S-ILS 2L		CAT IIIa	RVR 07	
S-ILS 2L		CAT IIIb	RVR 06	
S-ILS 2L		CAT IIIc	NA	

### CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 2R-20L, 2C-20C  
2L-20R and 13-31  
TDZ/CL Rwy 2L and 2R  
REIL Rwy 13, 31  
and 20C

LOC/DME I-UQU <b><u>111.75</u></b> Chan <b>54</b> (Y)	APP CRS <b>021°</b>	Rwy Idg <b>8000</b> TDZE <b>590</b> Apt Elev <b>599</b>
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**ILS RWY 2R (CAT II)**  
**NASHVILLE INTL (BNA)**



Simultaneous approach authorized with Rwy 2C or 2L.  
DME or RADAR REQUIRED.

ALSF-2



**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS  
135.1

NASHVILLE APP CON


200°-018°	120.6	387.0
019°-199°	127.175	360.7

NASHVILLE TOWNE  
118.6 257.8

GND CON  
121.9 348.6


CLNC DEL  
**126.05**

DME or RADAR  
REQUIRED

NASHVILLE  
114.1 BNA   
Chan 88

LOCALIZER 111.75  
I-UQU  $\begin{smallmatrix} \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \end{smallmatrix} \equiv \cdot -$   
Chan 54 (Y)

ALTERNATE MISSED  
APCH FIX

SHELBYVILLE  
SYI  --  
109.0  
Chn 27

SHELBYVILLE  
09.0 SYI ::--  
Chap 27

MSA BNA 25 NM

ELEV 599

**D**

ATKNS INT  
I-UQU 15

LOUDN  
I-UQU 11.9  
RADAR

UNIVE  
I-UQU 8.7)KAGS  
OU 72

1300 ↑	3000 ↘ BNA R-072	LENON △
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VGSI and ILS glidepath not coincident.

Procedur  
Turn  
NA

GS 3.00
<u>TCH 59</u>

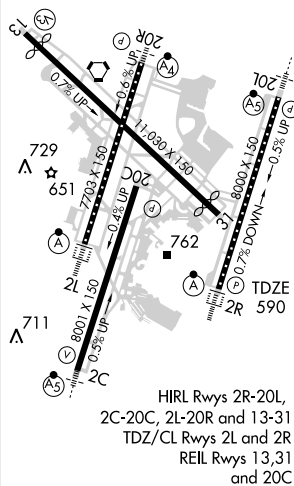
\*\* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

Figure 1 is a plan view of the study area. It shows a coastline with several points marked. A scale bar at the bottom indicates distances in NM (Nautical Miles) and feet (ft). The scale bar shows 3.1 NM, 3.1 NM, 1.6 NM, 5.2 NM, 1974', 780', and 1208'.

CATEGORY	A	B	C	D
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S-IIS 2R	RA 116/12	100	DA 690
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CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



NASHVILLE, TENNESSEE  
Amdt 7 10210

36° 07'N-86° 41'W

NASHVILLE INTL (BNA)  
ILS RWY 2R (CAT II)

SE-1. 21 OCT 2010 to 18 NOV 2010



LOC/DME I-UQU  
**111.75**  
 Chan **54** (Y)

APP CRS  
**021°**

Rwy Idg  
 TDZE **590**  
 Apt Elev **599**

# ILS RWY 2R (CAT III)

## NASHVILLE INTL (BNA)



Simultaneous approach authorized with Rwy 2C or 2L.  
 DME or RADAR REQUIRED.

ALSf-2



MISSED APPROACH: Climb to 1300 then  
 climbing right turn to 3000 via BNA R-072  
 to LENON INT/BNA 25.1 DME and hold.

ATIS  
**135.1**

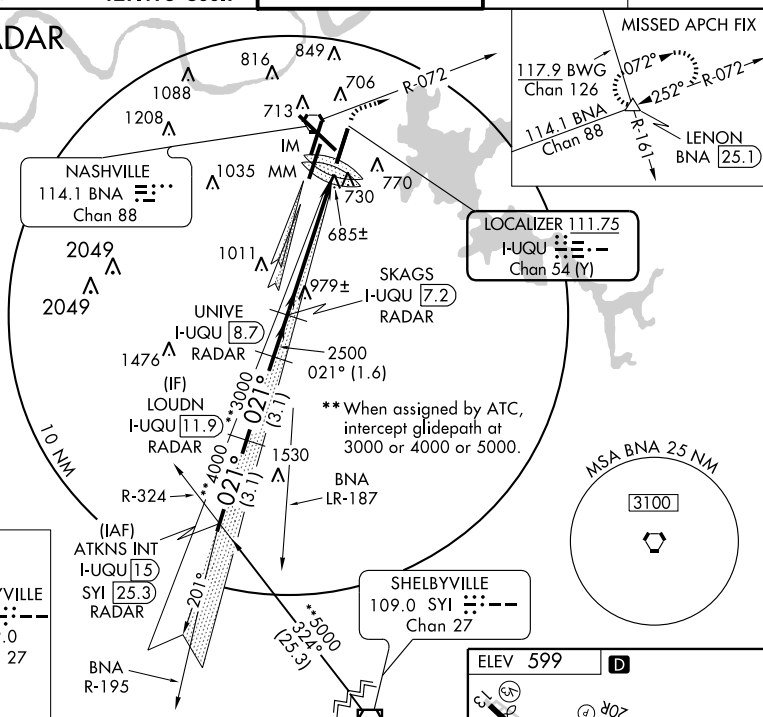
NASHVILLE APP CON  
 200°-018° **120.6 387.0**  
 019°-199° **127.175 360.7**

NASHVILLE TOWER  
**118.6 257.8**

GND CON  
**121.9 348.6**

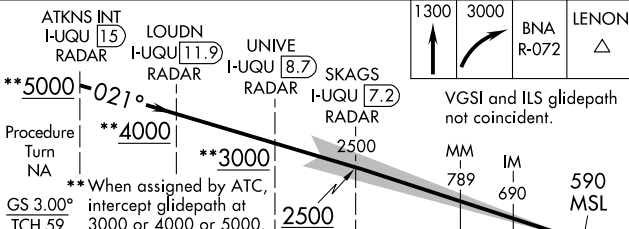
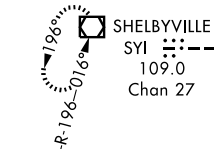
CLNC DEL  
**126.05**

### DME or RADAR REQUIRED



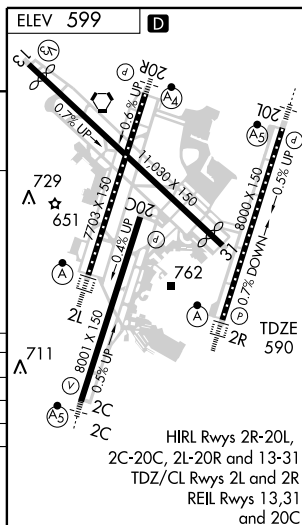
ALTERNATE MISSED

APCH FIX



CATEGORY	A	B	C	D
S-ILS 2R		CAT IIIa	RVR 07	
S-ILS 2R		CAT IIIb	RVR 06	
S-ILS 2R		CAT IIIc	NA	

### CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



APP CRS	Rwy Idg	9487
136°	TDZE	567
	Apt Elev	599

## RNAV (GPS) RWY 13

NASHVILLE INTL (BNA)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct ONUGE and hold.

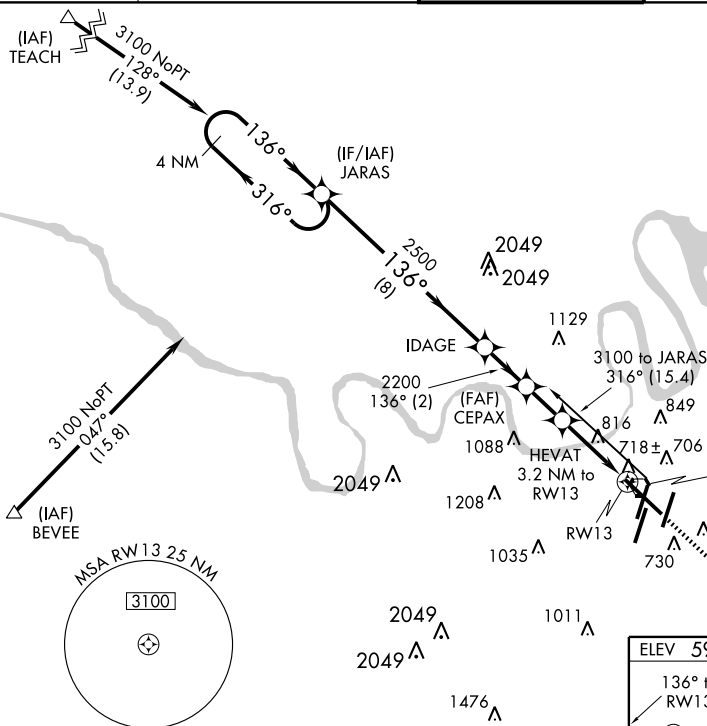
ATIS  
135.1

NASHVILLE APP CON

200°-018°	120.6	387.0
019°-199°	127.175	360.7

NASHVILLE TOWER  
118.6 257.8

GND CON  
121.9 348.6

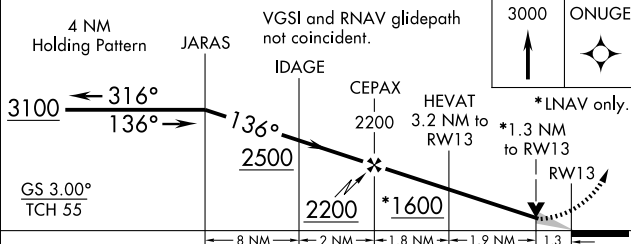
CLNC DEL  
126 05

MISSED APCH FIX

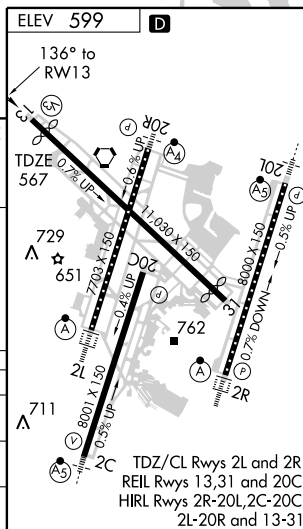


SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV/DA VNAV	968-1½ 401 (400-1½)			
LNAV/MDA	1080-1	513 (500-1)	1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)



NASHVILLE, TENNESSEE  
Amdt 1 10210

36° 07'N-86° 41'W

NASHVILLE INTL (BNA)

RNAV (GPS) RWY 13

WAAS CH <b>70613</b> <b>W02B</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>587</b> <b>599</b>
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# RNAV (GPS) Y RWY 2C

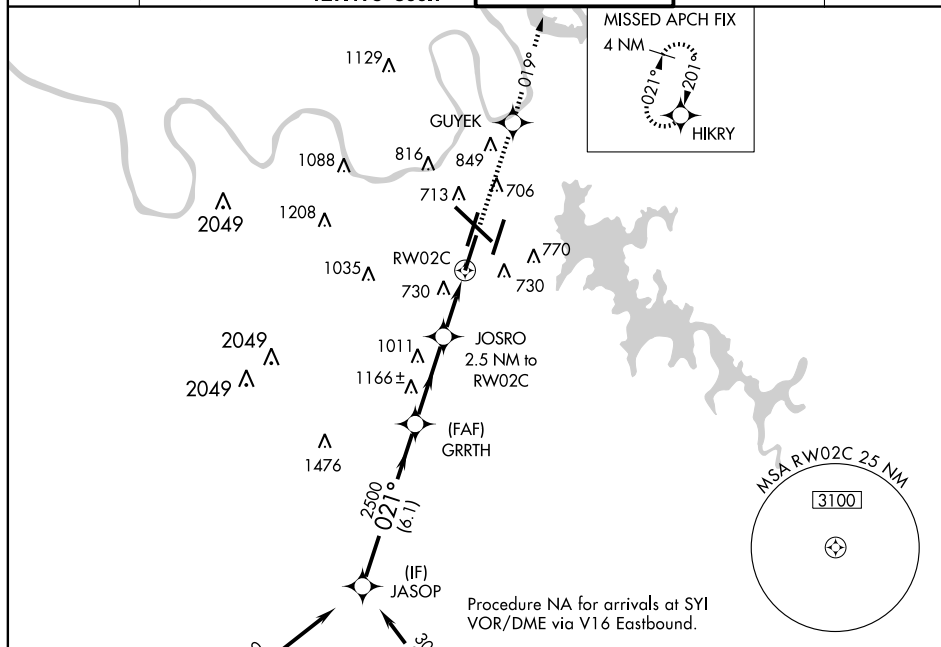
## NASHVILLE INTL (BNA)

▼ For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 4000 direct GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

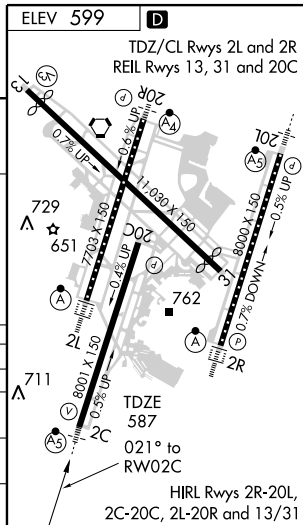
ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° 019°-199° <b>120.6 387.0</b> <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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Procedure NA for arrivals at SYI  
VOR/DME via V16 Eastbound.

 TUNGY (IAF)		 SHELBYVILLE SYI (IAF)		
JASOP		GUYEK		
3000 055° (18)		4000		
VGSI and RNAV glidepath not coincident.		TRK 019°		
GRRTH		HIKRY		
2500		JOSRO 2.5 NM to RW02C		
021°		*1.2 NM to RW02C		
GS 3.00° TCH 60		*LNAV only.		
6.1 NM		3.3 NM		
1.3 NM		1.2 NM		
CATEGORY	A	B	C	D
LPV DA	787/24		200 (200-1/2)	
LNAV/VNAV DA	1041/50		454 (500-1)	
LNAV MDA	980/24		393 (400-1/2)	
CIRCLING	1100-1 501 (600-1)		1160-2 561 (600-2)	

Diagram illustrating the runway layout and associated navigation aids for Runway 2C-20C, 2L-20R, and 13/31. The diagram shows the runway alignment, taxiway, and various navigation aids including VORTAC stations (TUNGY, SHELBYVILLE SYI), VORTAC stations (GUYEK, HIKRY), and VORTAC stations (JASOP, GRRTH, JOSRO). It also shows the runway width (1100-1, 501 (600-1)) and the runway length (1160-2, 561 (600-2)). The diagram includes various navigation aids and elevation markers, such as the 3000, 2500, and 4000 foot elevations, and the 021° heading. The diagram also shows the runway width (1100-1, 501 (600-1)) and the runway length (1160-2, 561 (600-2)).



WAAS CH <b>42713</b> <b>W02A</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>7702</b> <b>599</b> <b>599</b>
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# RNAV (GPS) Y RWY 2L

NASHVILLE INTL (BNA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).  
▲ DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

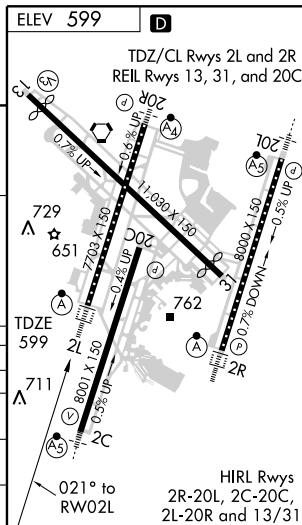
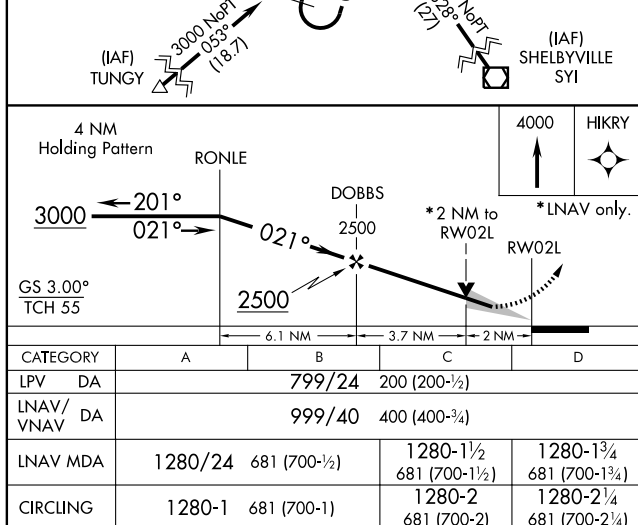
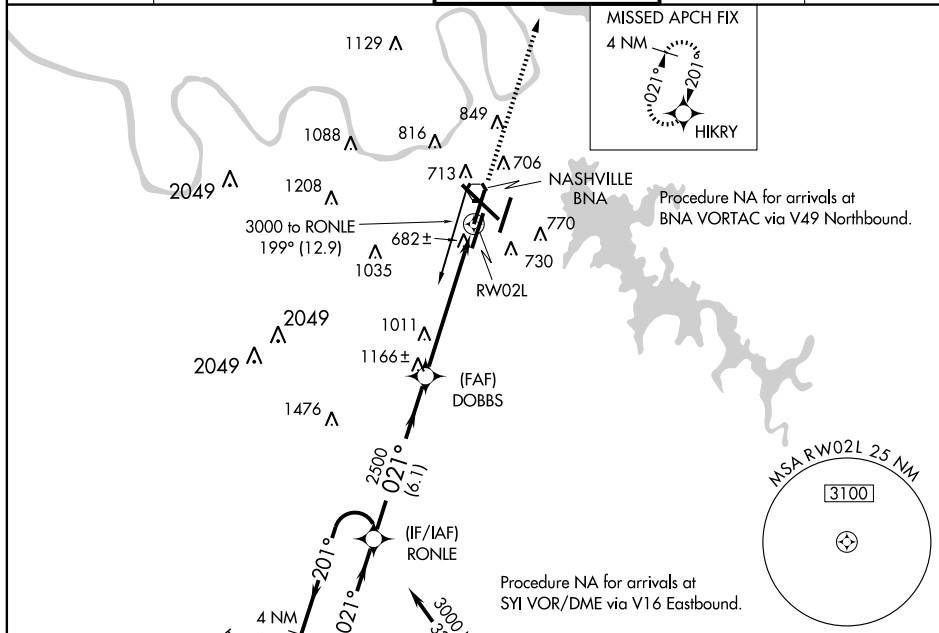
ATIS  
**135.1**

NASHVILLE APP CON  
200°-018° **120.6 387.0**  
019°-199° **127.175 360.7**

NASHVILLE TOWER  
**118.6 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**126.05**



WAAS CH <b>93713</b> <b>W02D</b>	APP CRS <b>021°</b>	Rwy Idg <b>8000</b> TDZE <b>590</b> Apt Elev <b>599</b>
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## RNAV (GPS) Y RWY 2R

NASHVILLE INTL (BNA)



For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -16°C (4°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to  
3000 direct WAYLN and hold.

ATIS

**135.1**

NASHVILLE APP CON

200° - 018° **120.6 387.0**019° - 199° **127.175 360.7**

NASHVILLE TOWER

**118.6 257.8**

GND CON

**121.9 348.6**

CLNC DEL

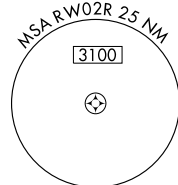
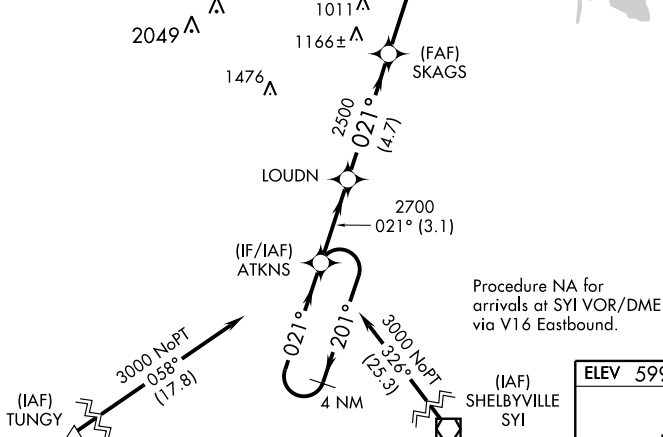
**126.05**

Procedure NA for  
arrivals at BNA VORTAC  
via V49 Northbound.

MISSED APCH FIX



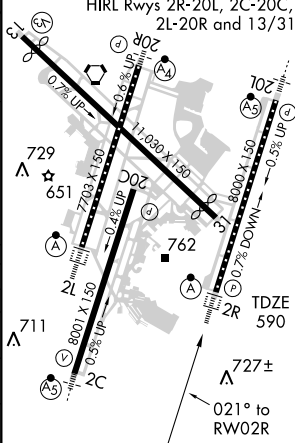
Procedure NA for arrivals at SYI VOR/DME via V16 Eastbound.



ELEV 599

**D**

TDZ/CL Rwy 2L and 2R  
REIL Rwy 13, 31, and 20C  
HIRL Rwy 2R-20L, 2C-20C,  
2L-20R and 13/31



4 NM Holding Pattern

ATKNS

VGSI and RNAV glidepath  
not coincident.

LOUDN

3000

WAYLN

3000

201°

021°

021°

2700

GS 3.00°  
TCH 59

3.1 NM

4.7 NM

4.2 NM

1.5 NM

CATEGORY

A

B

C

D

LPV DA

DA

790/24

200 (200-1/2)

LNAV/VNAV DA

DA

1070/60

480 (500-1/4)

LNAV MDA

MDA

1140/24

550 (600-1/2)

1140/50

550 (600-1)

1140/60

550 (600-1/4)

CIRCLING

CIRCLING

1140-1

541 (600-1)

1140-1 1/2

541 (600-1/2)

1160-2

561 (600-2)

NASHVILLE, TENNESSEE

Amdt 1 10210

36° 07'N-86° 41'W

NASHVILLE INTL (BNA)

RNAV (GPS) Y RWY 2R



WAAS CH <b>78411</b> <b>W20A</b>	APP CRS <b>201°</b>	Rwy Idg <b>7702</b> TDZE <b>578</b> Apt Elev <b>599</b>
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## RNAV (GPS) Y RWY 20R

NASHVILLE INTL (BNA)



Inoperative table does not apply to LNAV/VNAV all Cats or LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.



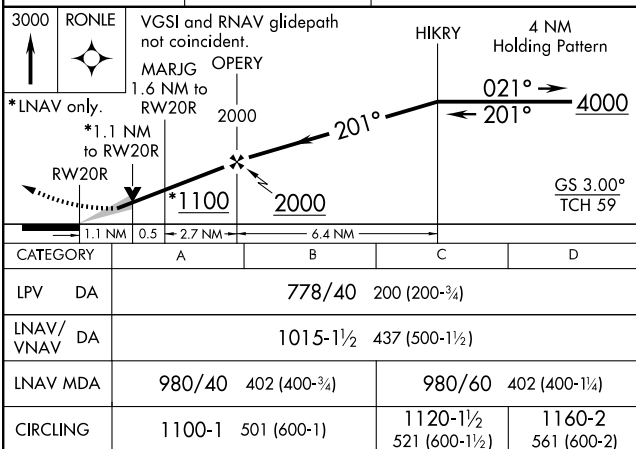
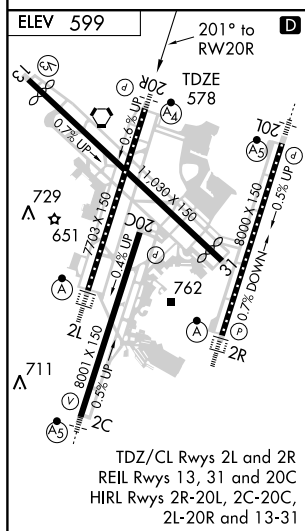
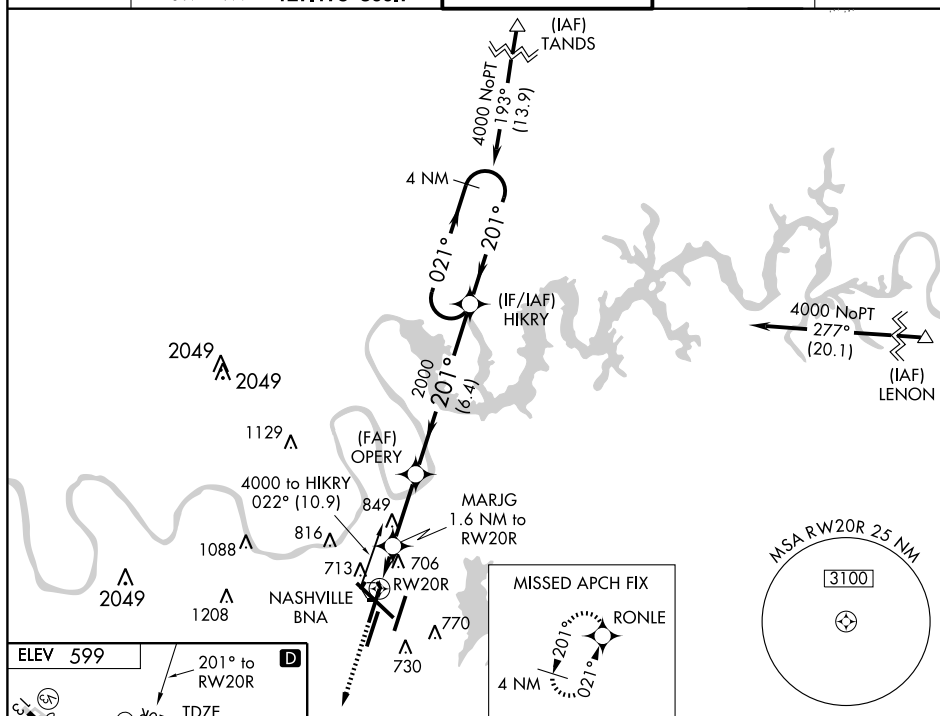
**MISSED APPROACH:** Climb to 3000 direct RONLE and hold.

ATIS  
135.1

NASHVILLE APP CON	
200° - 018°	<b>120.6 387.0</b>
019° - 199°	<b>127.175 360.7</b>

NASHVILLE TOWER  
118.6 257.8

GND CON  
121.9 348.6

CLNC DEL  
126.05

NASHVILLE, TENNESSEE  
Amdt 2 10210

36° 07'N-86° 41'W

NASHVILLE INTL (BNA)

## RNAV (GPS) Y RWY 20R

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010





# RNAV (RNP) Z RWY 2C

NASHVILLE INTL (BNA)

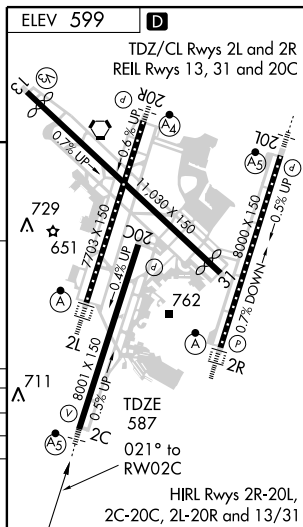
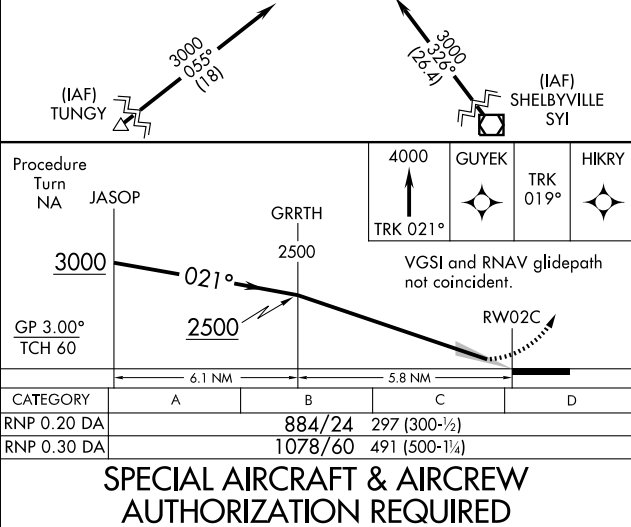
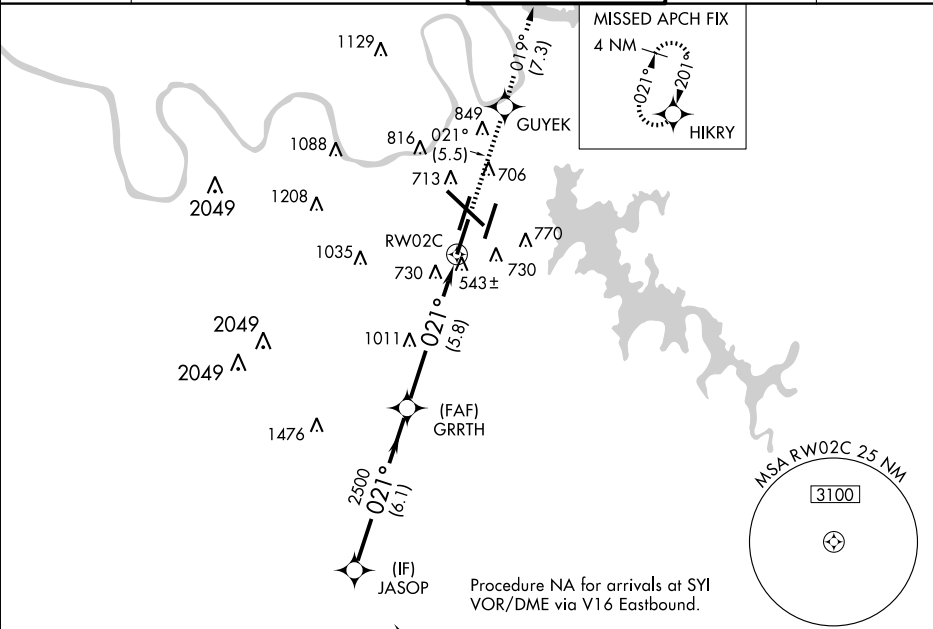
APP CRS	Rwy Idg	<b>8000</b>
<b>021°</b>	TDZE	<b>587</b>
	Apt Elev	<b>599</b>

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1¼ all Cats.



**MISSED APPROACH:** Climb to 4000 via track 021° to GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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APP CRS	Rwy Idg	<b>7702</b>
<b>021°</b>	TDZE	<b>599</b>
	Apt Elev	<b>599</b>

## RNAV (RNP) Z RWY 2L

NASHVILLE INTL (BNA)

**T** GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1½ all Cats.

ALSF-2



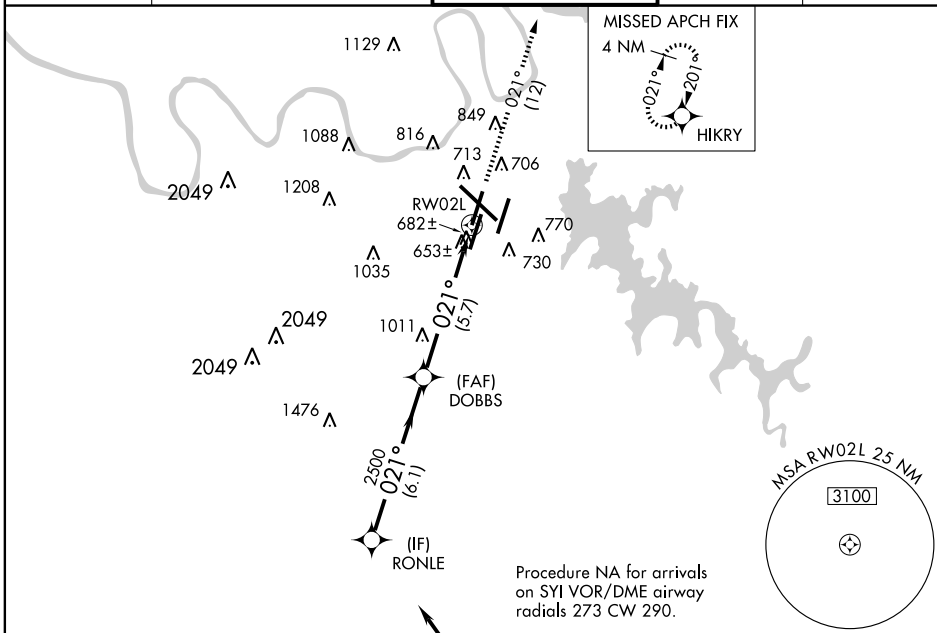
**MISSED APPROACH:** Climb to 4000 via track 021° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS  
**135.1**

NASHVILLE APP CON		
200°-018°	120.6	387.0
019°-199°	127.175	360.7

NASHVILLE TOWER  
118.6 257.8

GND CON  
121.9 348.6

CLNC DEL  
**126.05**

Procedure NA for arrivals  
on SYI VOR/DME airway  
radials 273 CW 290.

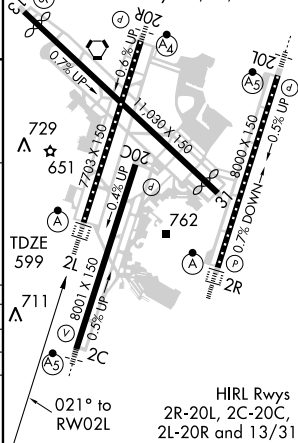
MSA RW02L 25 NM

310

ELEV 599

**D**

TDZ/CL Rwys 2L and 2R  
REIL Rwys 13, 31, and 20C



HIRL Rwy's  
2R-20L, 2C-20C,  
2L-20R and 13/31

Procedure  
Turn  
NA

RONLE

4000

HIKRY

TRK 021°

$$\frac{\text{GP } 3.00^\circ}{\text{TCH } 55}$$

3000 — 02  
2500

RW02L

CATEGORY	A	B	C
RNP 0.20 DA		927/24	328 (400- $\frac{1}{2}$ )
RNP 0.30 DA		1009/40	410 (500- $\frac{3}{4}$ )

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NASHVILLE, TENNESSEE  
Orig 10210

36° 07'N-86° 41'W

NASHVILLE INTL (BNA)

RNAV (RNP) Z RWY 2L

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	<b>8000</b>
<b>021°</b>	TDZE	<b>590</b>
	Apt Elev	<b>599</b>

# RNAV (RNP) Z RWY 2R

NASHVILLE INTL (BNA)

▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative ALSF, increase RNP 0.30 visibility to 1½ all Cats. When VGSI inop, procedure NA at night. GPS Required.

ALSF-2



MISSED APPROACH:  
Climb to 3000 via track  
021° to WAYLN and hold.

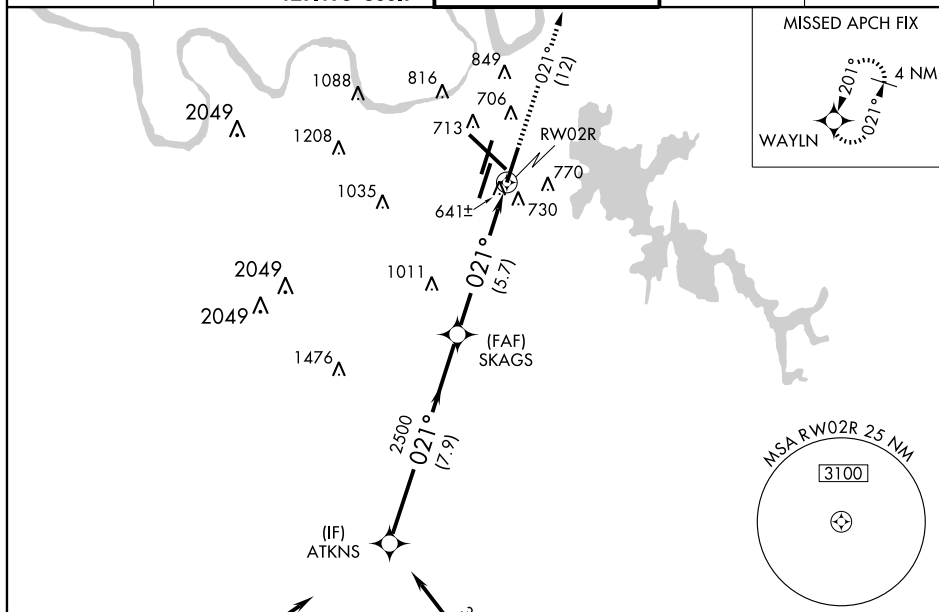
ATIS  
**135.1**

NASHVILLE APP CON  
200°-018° **120.6 387.0**  
019°-199° **127.175 360.7**

NASHVILLE TOWER  
**118.6 257.8**

GND CON  
**121.9 348.6**

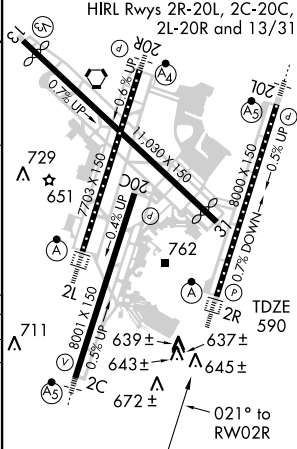
CLNC DEL  
**126.05**



ELEV 599

D

TDZ/CL Rws 2L and 2R  
REIL Rws 13, 31, and 20C  
HIRL Rws 2R-20L, 2C-20C,  
2L-20R and 13/31



Procedure  
Turn  
NA

VGSI and RNAV glidepath  
not coincident.

3000  
↑  
trk 021°  
WAYLN

ATKNS

SKAGS

RWY 2R

GP 3.00°  
TCH 59

3000

2500

7.9 NM

5.7 NM

CATEGORY

RNP 0.30 DA

A

B

C

D

1026/50 436 (500-1)

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

## RNAV (RNP) Z RWY 20L

NASHVILLE INTL (BNA)

APP CRS **201°**  
Rwy ldg **8000**  
TDZE **551**  
Apt Elev **599**

**V** GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative MALS/R, increase RNP 0.20 visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats. Visibility reduction by helicopters NA.  
\* RNP 0.20 missed approach requires minimum climb of 365 feet per NM to 1100.

MALS/R



**MISSED APPROACH:**  
Climb to 3000 via track 201° to ATKNS and hold.

ATIS  
**135.1**

NASHVILLE APP CON  
200°-018° **120.6 387.0**  
019°-199° **127.175 360.7**

NASHVILLE TOWER  
**118.6 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**126.05**

MSA RW20L 25 NM

3100

2049  
2049

1129

1088

816

2049

1208

1035

ELEV 599

D

201° to RW20L

TDZE 551

702

11.030 X 150

800 X 150

0.7% UP

0.7% DOWN

0.5% UP

0.5% DOWN

0.5% UP

0.5% DOWN

0.5% UP

0.5% DOWN

0.5% UP

0.5% DOWN

0.5% UP

0.5% DOWN

0.5% UP

0.5% DOWN

0.5% UP

0.5% DOWN

0.5% UP

0.5% DOWN

0.5% UP

0.5% DOWN

TDZ/CL Rwy 2L and 2R  
REIL Rwy 13, 31, and 20C  
HIRL Rwy 2R-20L, 2C-20C,  
2L-20R and 13/31

(IAF) TANDS  
(RNP 0.50)

3000

188°

(14.1)

(IF) WAYLN

2000

201°

(16.3)

(FAF) JUDD

2000

201°

(4.4)

549±

RW20L

770

730

713

706

849

1011

201°

(14.9)

MISSED APCH FIX

ATKNS

201°

4 NM

3000  
↑  
TRK 201°



VGSI and RNAV glidepath  
not coincident.

WAYLN

Procedure  
Turn  
NA

3000  
↑  
RW20L

JUDD

2000

201°

2000

3000

4.4 NM

6.3 NM

CATEGORY	A	B	C	D
RNP 0.20 DA *		901/40	350 (400-¾)	
RNP 0.30 DA		1011/60	460 (500-1½)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS <b>201°</b>	Rwy Idg <b>7702</b>
	TDZE <b>578</b>
	Apt Elev <b>599</b>

# RNAV (RNP) Z RWY 20R

NASHVILLE INTL (BNA)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSF, increase RNP 0.18 \* visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats.  
\* RNP 0.18 missed approach requires minimum climb of 350 feet per NM to 1100.

MALSF



MISSED APPROACH: Climb to 3000 via track 201° to RONLE and hold.

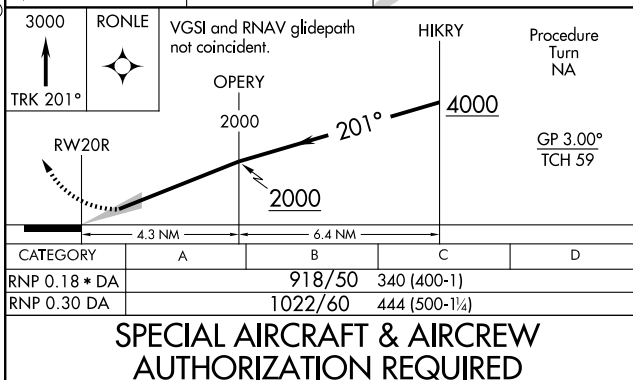
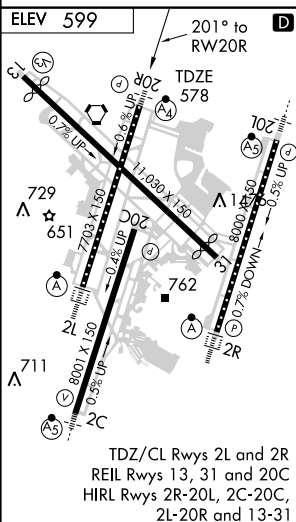
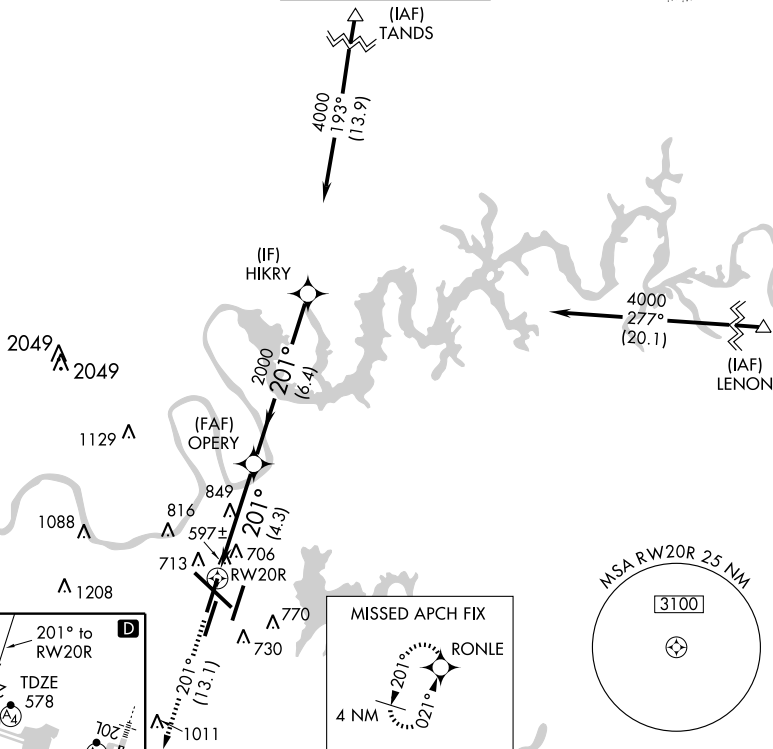
ATIS  
**135.1**

NASHVILLE APP CON  
200°-018° **120.6 387.0**  
019°-199° **127.175 360.7**

NASHVILLE TOWER  
**118.6 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**126.05**



CATEGORY	A	B	C	D
RNP 0.18 * DA	918/50	340 (400-1)		
RNP 0.30 DA	1022/60	444 (500-1½)		

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS **316°**  
Rwy ldg **9487**  
TDZE **577**  
Apt Elev **599**

# RNAV (RNP) Z RWY 31

NASHVILLE INTL (BNA)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). \*RNP 0.25 missed approach requires minimum climb of 423 feet per NM to 1100. RNP 0.25 minimums NA at night.

MISSED APPROACH: Climb to 3100 via track 316° to JARAS and hold.

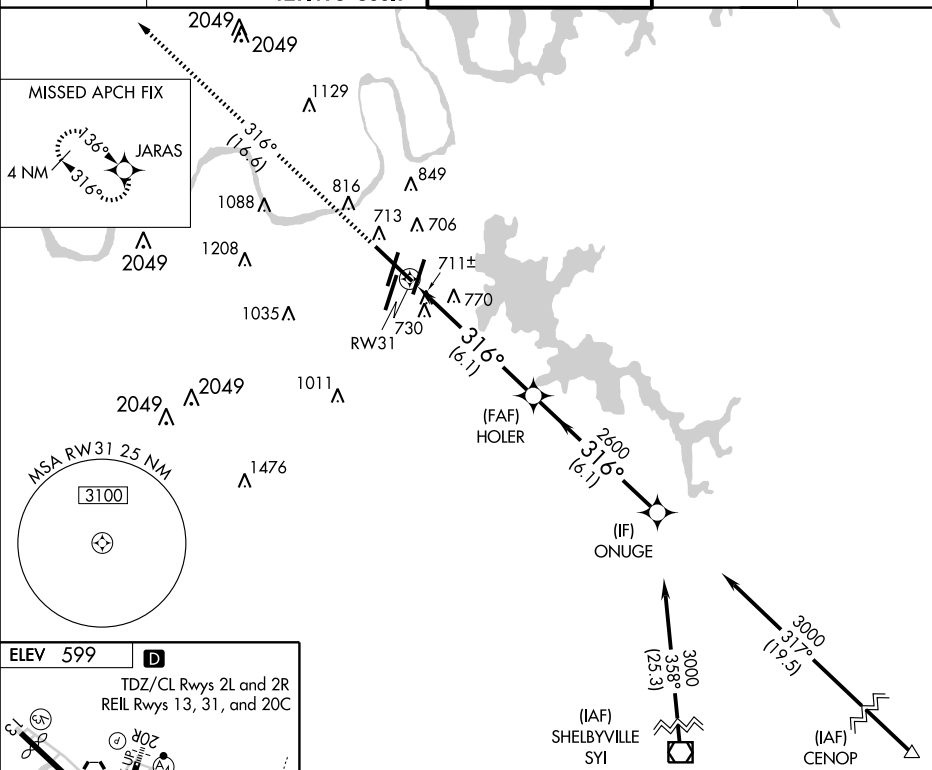
ATIS  
**135.1**

NASHVILLE APP CON  
200°-018° **120.6 387.0**  
019°-199° **127.175 360.7**

NASHVILLE TOWER  
**118.6 257.8**

GND CON  
**121.9 348.6**

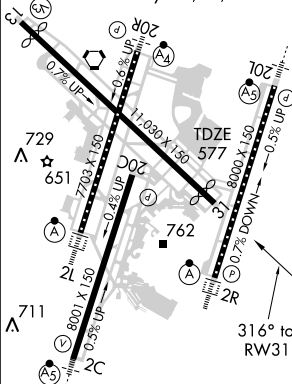
CLNC DEL  
**126.05**



ELEV **599**

**D**

TDZ/CL Rwy 2L and 2R  
REIL Rwy 13, 31, and 20C



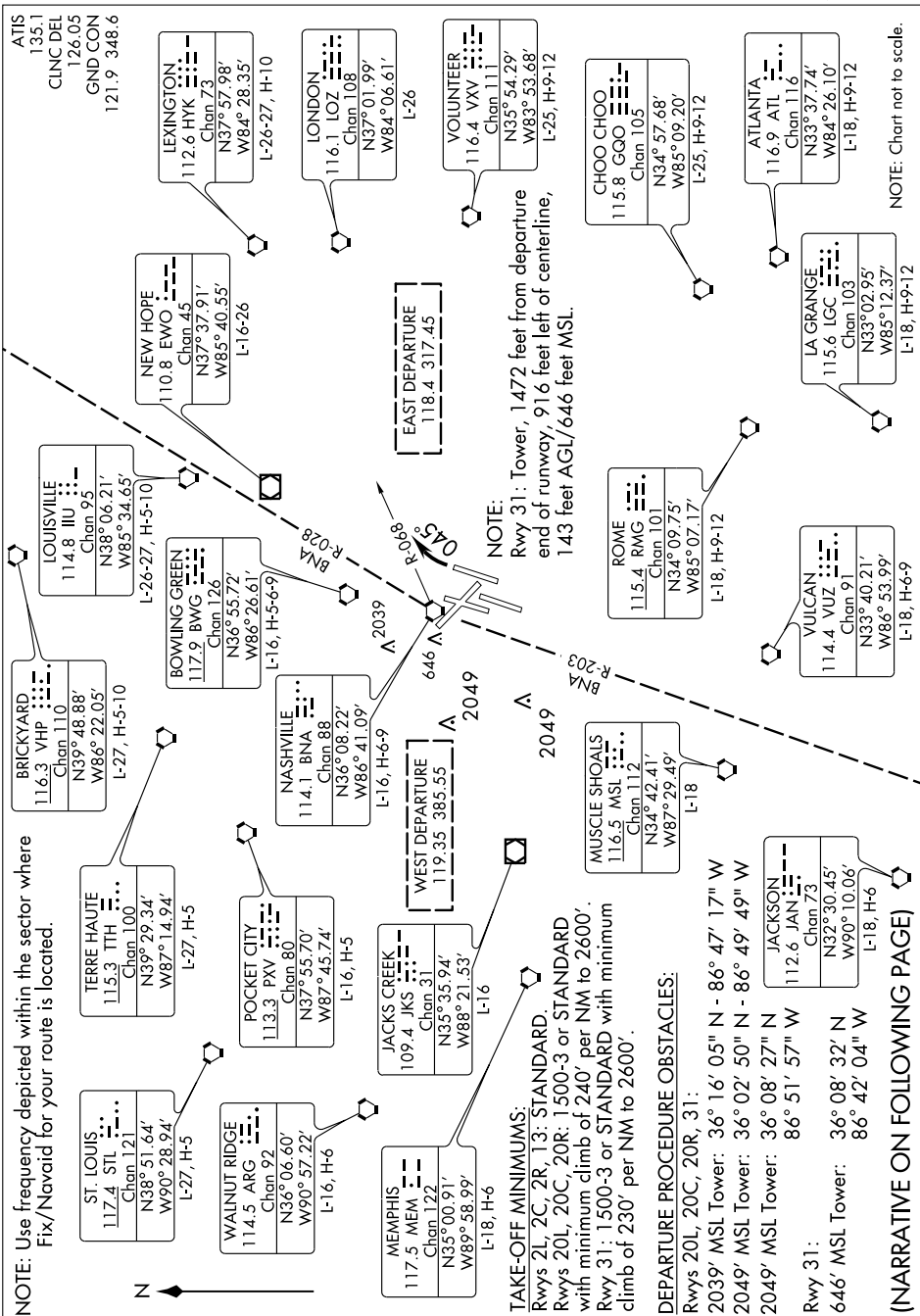
HIRL Rwy 2R-20L,  
2C-20C, 2L-20R and 13/31

3100 JARAS		ONUGE		Procedure Turn NA	
TRK 316°		HOLER		3000	
RW31		2600		GP 3.00° TCH 52	
6.1 NM		6.1 NM			
CATEGORY	A	B	C	D	
RNP 0.25 DA *	1012-1½		435 (500-1½)		
RNP 0.30 DA	1121-2		544 (600-2)		

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

## TITAN ONE DEPARTURE (OBSTACLE)

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

## TITAN ONE DEPARTURE (OBSTACLE)

## TITAN ONE DEPARTURE (OBSTACLE)



## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 2R: Turn right heading 045° to intercept BNA R-068, thence....

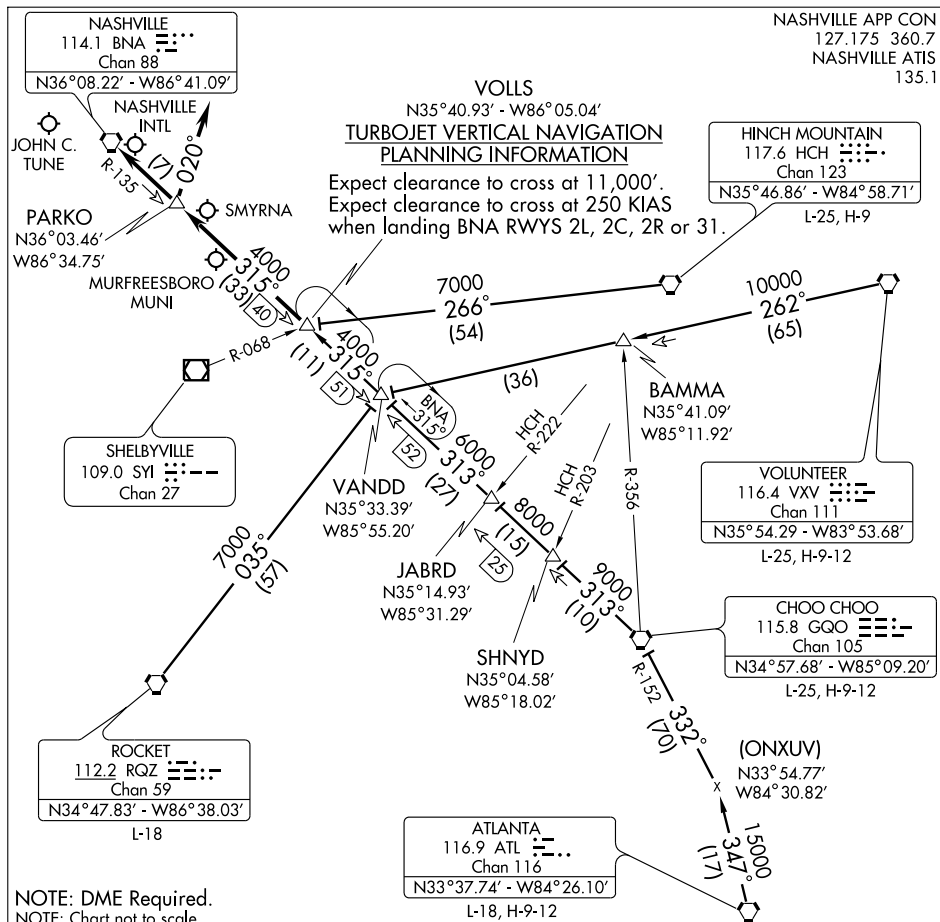
TAKE-OFF ALL RUNWAYS EXCEPT RUNWAY 2R: Fly runway heading, thence....

....Expect radar vectors to filed/assigned route. Turbojet aircraft climb and maintain 5000 feet, Propeller aircraft climb and maintain 4000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010





**ATLANTA TRANSITION (ATL.VOLLS7):** From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**CHOO CHOO TRANSITION (GQO.VOLLS7):** From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**HINCH MOUNTAIN TRANSITION (HCH.VOLLS7):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

**ROCKET TRANSITION (RQZ.VOLLS7):** From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

**VOLUNTEER TRANSITION (VXV.VOLLS7):** From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

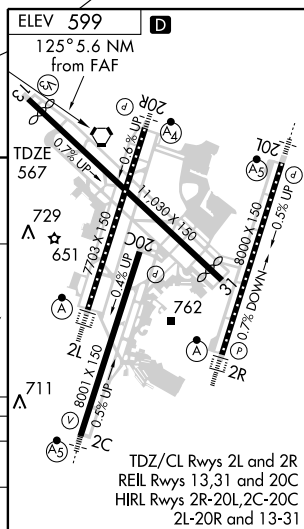
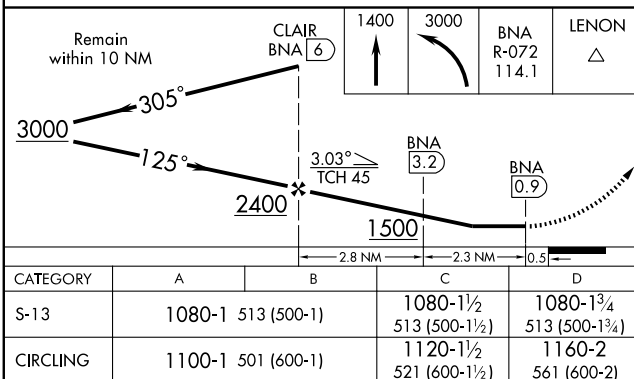
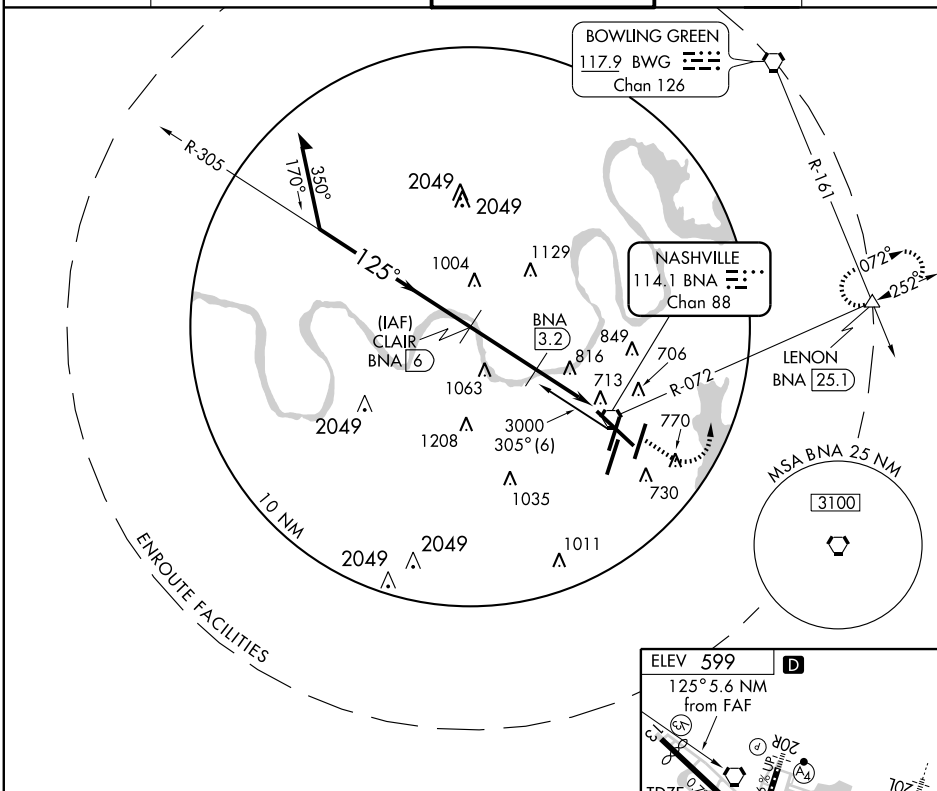
....**TURBOJETS/TURBOPROPS; LANDING NORTH:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VORTAC BNA	APP CRS	Rwy Idg	9487
114.1	125°	TDZE	567
Chan 88		Apt Elev	599

# VOR/DME RWY 13

## NASHVILLE INTL (BNA)

		MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BNA R-072 to LENON Int/BNA 25.1 DME and hold.		
ATIS 135.1	NASHVILLE APP CON 200° 018° 120.6 387.0 019° 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05



**JOHN C TUNE** (JWN) 1 NW UTC-6(-5T) N36°10.94' W86°53.20'

495 B S3 **FUEL** 100LL, JET A+ OX 2,3 TPA-1495(1000) NOTAM FILE BNA

ST LOUIS

H-6K, 9A, L-161

IAP

**RWY 02-20:** H5500X100 (ASPH) S-24 MIRL 0.7% up NE

**RWY 02:** REIL. PAPI(P4L)—GA 3.0°TCH 32'.

**RWY 20:** REIL. PAPI(P4L)—GA 3.0°TCH 50'. Thld dsplcd 500'. Hill.

Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Bird activity invof arpt. Deer invof arpt. Rwy 20 preferred calm wind rwy. MIRL Rwy 02-20 preset low ints SS-SR, to increase ints and ACTIVATE SR-SS—CTAF. ACTIVATE REIL Rwy 02 and Rwy 20 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.075 1 (800) 645-6753. (615) 350-6222.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**(R) NASHVILLE APP/DEP CON** 119.35 **CLNC DEL** 124.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

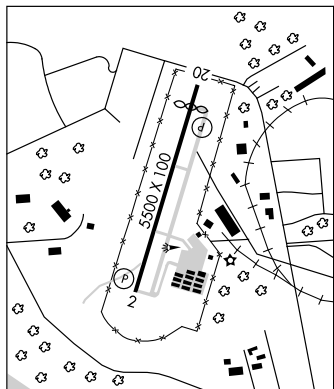
**NASHVILLE (H) VORTAC** 114.1 BNA Chan 88 N36°08.22'

W86°41.09' 288° 10.2 NM to fld. 570/02W.

**ILS/DME** 110.3 I-JWN Chan 40 Rwy 20. LOC

unmonitored Fri-Sat 0600-1100Z†.

**COMM/NAV/WEATHER REMARKS:** Frequency bleedover occurs on all frequencies 1.75 NM N of Rwy 02-20.



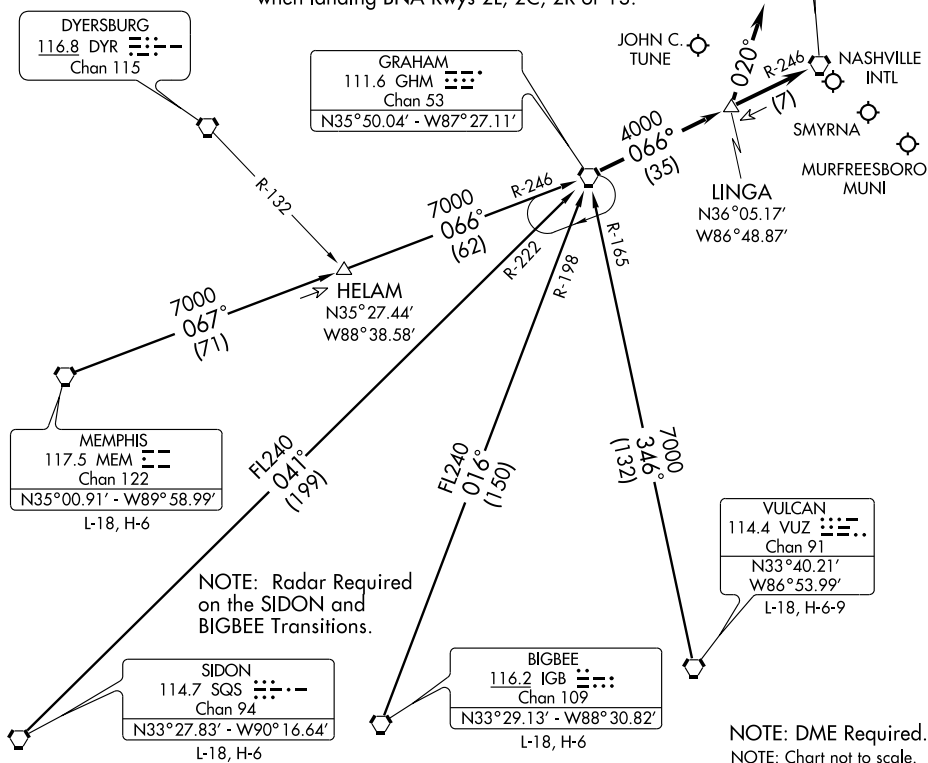
## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
120.6 387.0  
NASHVILLE ATIS  
135.1

GHM VORTAC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 11000.  
Expect clearance to cross at 250 KIAS  
when landing BNA Rwy's 2L, 2C, 2R or 13.



**BIGBEE TRANSITION (IGB.GHM5):** From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

**MEMPHIS TRANSITION (MEM.GHM5):** From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

**SIDON TRANSITION (SQS.GHM5):** From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

**VULCAN TRANSITION (VUZ.GHM5):** From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
127.175 360.7  
NASHVILLE ATIS  
135.1

LOUISVILLE  
114.8 IIU  
Chan 95

N38°06.21' - W85°34.65'

L-26-27, H-5-10

NOTE: IIU transition for  
turbojets only.

LEXINGTON  
112.6 HYK  
Chan 73

N37°57.98' - W84°28.35'

L-26-27, H-10

YOCKY  
N37°39.25'  
W84°09.37'  
H-10

BWG  
R-066

F1180  
21.9°  
(44)

R-145

12000  
241°  
(11)

BLUST  
N37°04.25'  
W84°42.70'

R-039

7000  
270°  
(31)

LIVINGSTON  
108.4 LVT  
Chan 21

N36°35.07' - W85°10.00'

L-25, H-9

BOWLING GREEN  
117.9 BWG  
Chan 126

FORKS  
N37°04.19'  
W85°43.60'

DREFT  
N36°56.00'  
W85°00.59'

GROAT  
N36°44.94'  
W85°24.29'

FIDDL  
N36°33.81'  
W85°47.89'

NASHVILLE  
114.1 BNA  
Chan 88  
N36°08.22'  
W86°41.09'

JOHN C.  
TUNE

NASHVILLE  
INTL

SMYRNA

MURFREESBORO  
MUNI

HINCH MOUNTAIN  
117.6 HCH  
Chan 123  
N35°46.86' - W84°58.71'

L-25, H-9

GUITR  
N36°28.73' - W85°58.57'

## TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000'.

Expect clearance to cross at 250 KIAS

when landing BNA RWYS 20L, 20C, 20R, or 31.

NOTE: HCH Transition to  
be assigned by ATC only.

NOTE: DME Required.

NOTE: Chart not to scale.

**HINCH MOUNTAIN TRANSITION (HCH.GUITR4):** From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . .

**LEXINGTON TRANSITION (HYK.GUITR4):** From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . .

**LIVINGSTON TRANSITION (LVT.GUITR4):** From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

**LOUISVILLE TRANSITION (IIU.GUITR4):** From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

**YOCKY TRANSITION (YOCKY.GUITR4):** From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . .

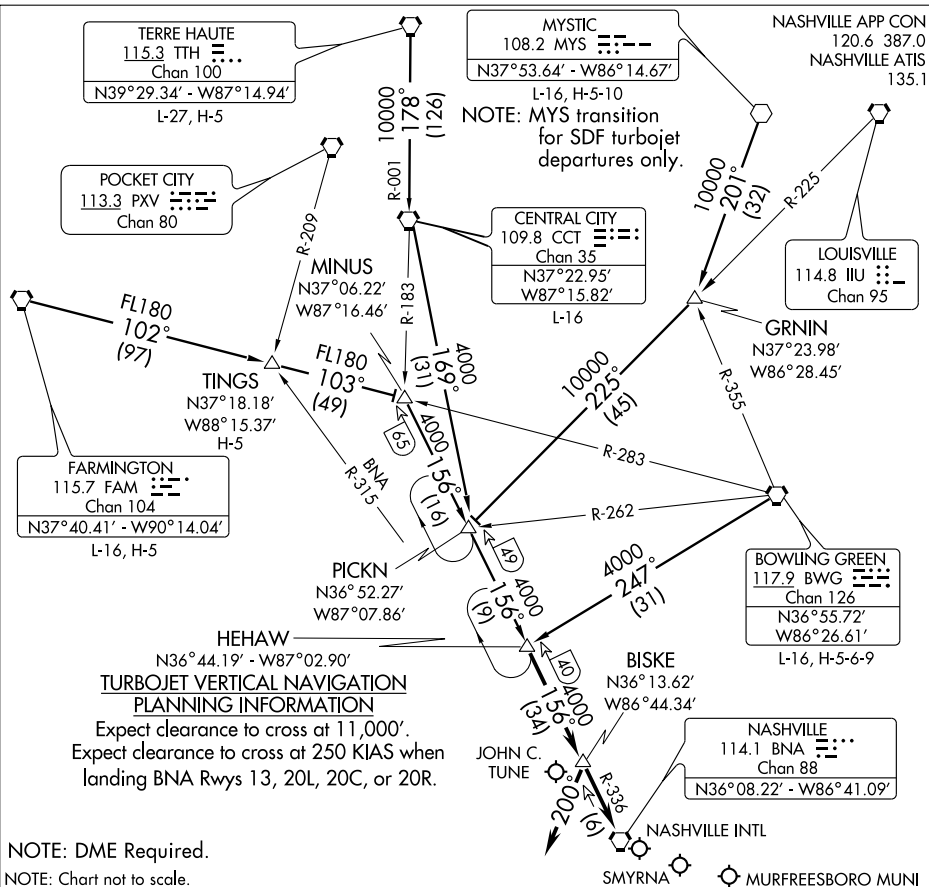
....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



NOTE: DME Required.

NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT. then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IJU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence, . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence, ...

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence, . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE.

Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE:

ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE

LOC/DME I-JWN <b>110.3</b> Chan <b>40</b>	APP CRS <b>196°</b>	Rwy Idg TDZE <b>5000</b> Apt Elev <b>495</b>
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## ILS or LOC/DME RWY 20

NASHVILLE/JOHN C. TUNE (JWN)



MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 via heading 290° and BNA R-270 to BEVEE Int/BNA 22.4 DME and hold.

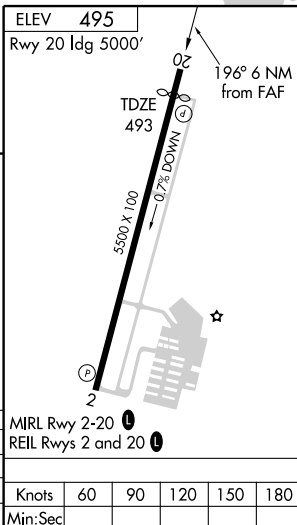
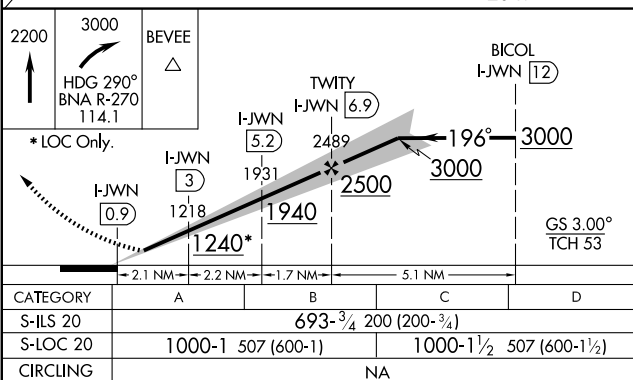
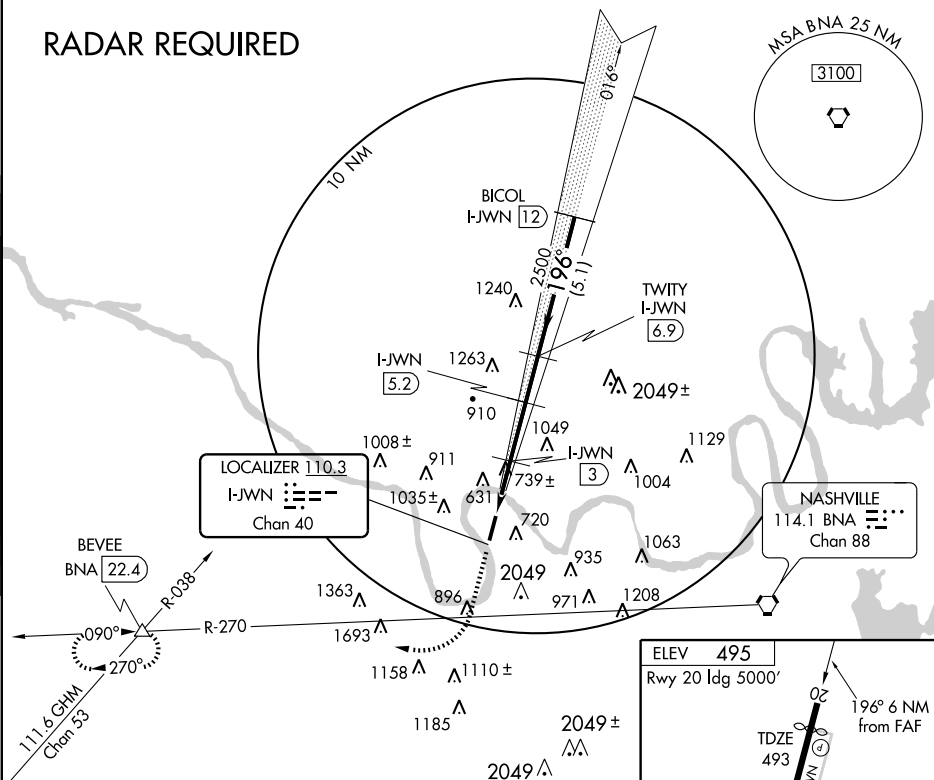
AWOS-3  
**127.075**

NASHVILLE APP CON  
**119.35 385.55**

CLNC DEL  
**124.55**

UNICOM  
**122.7** (CTAF) **0**

## RADAR REQUIRED



APP CRS	Rwy Idg	<b>5500</b>
<b>016°</b>	TDZE	<b>484</b>
	Apt Elev	<b>495</b>

# RNAV (GPS) RWY 2

NASHVILLE/JOHN C. TUNE (JWN)

▼ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA's 40 feet. VDP NA when using Nashville Intl altimeter setting.  
 ▲ Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

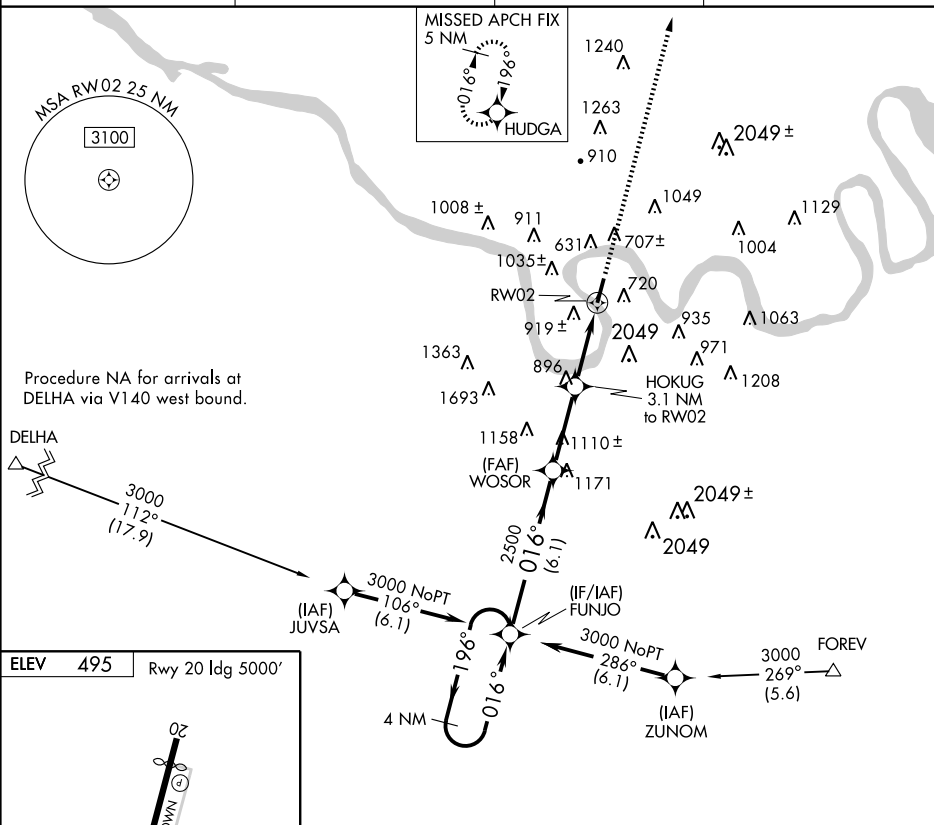
MISSED APPROACH:  
 Climb to 3000 direct  
 HUDGA and hold.

AWOS-3  
**127.075**

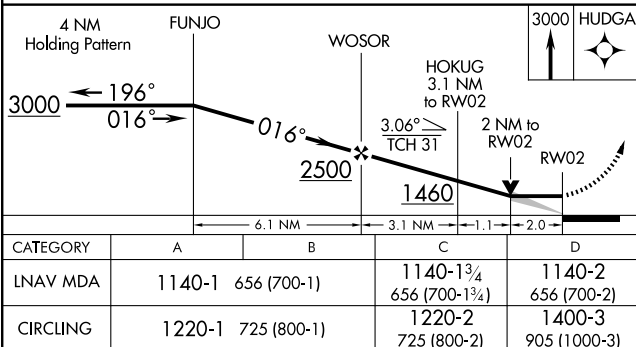
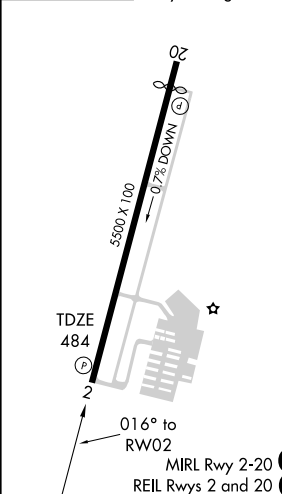
NASHVILLE APP CON  
**119.35 385.55**

CLNC DEL  
**124.55**

UNICOM  
**122.7(CTAF) 0**



ELEV 495 Rwy 20 Idg 5000'





APP CRS	Rwy Idg	<b>5000</b>
<b>196°</b>	TDZE	<b>493</b>
	Apt Elev	<b>495</b>

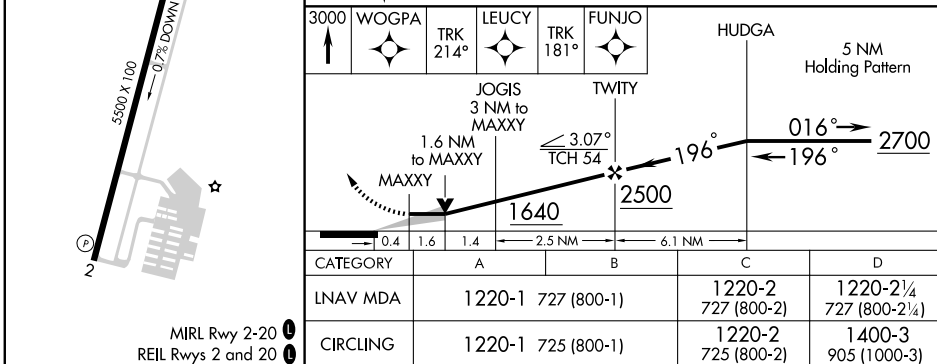
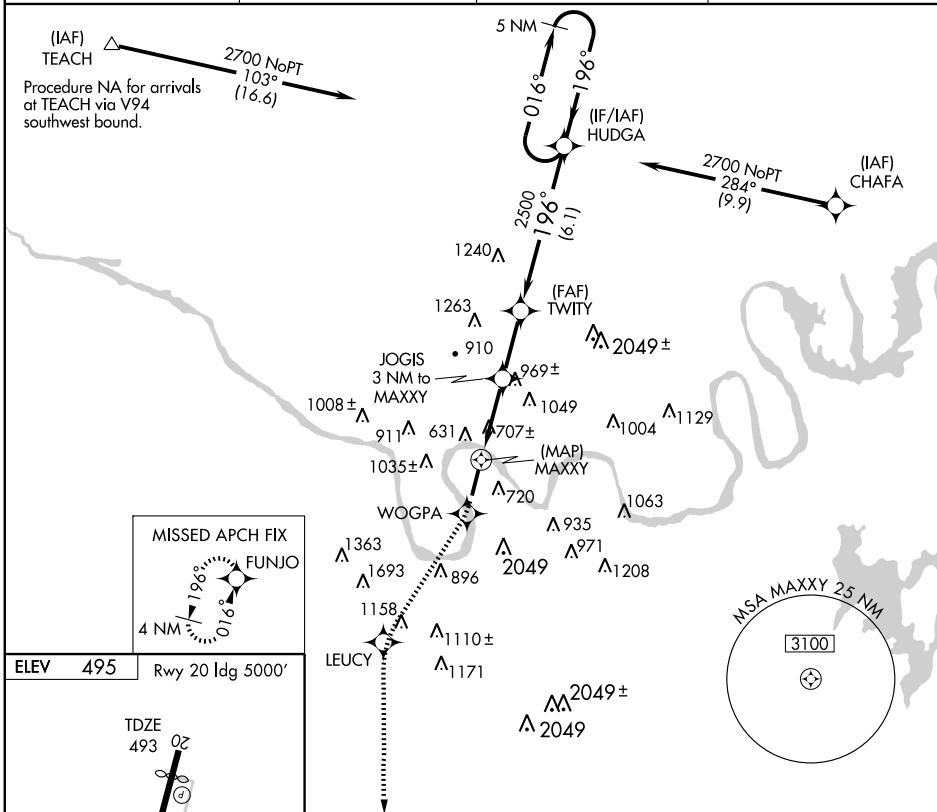
## RNAV (GPS) RWY 20

NASHVILLE/JOHN C. TUNE (JWN)

- T** If local altimeter setting not received, use Nashville Intl altimeter setting  
**A** and increase all MDAs 40 feet. VDP NA when using Nashville altimeter  
 setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct WOGPA and via 214° track to LEUCY and via 181° track to FUNJO and hold.

AWOS-3 <b>127.075</b>	NASHVILLE APP CON <b>119.35 385.55</b>	CLNC DEL <b>124.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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NASHVILLE, TENNESSEE

Orig 08269

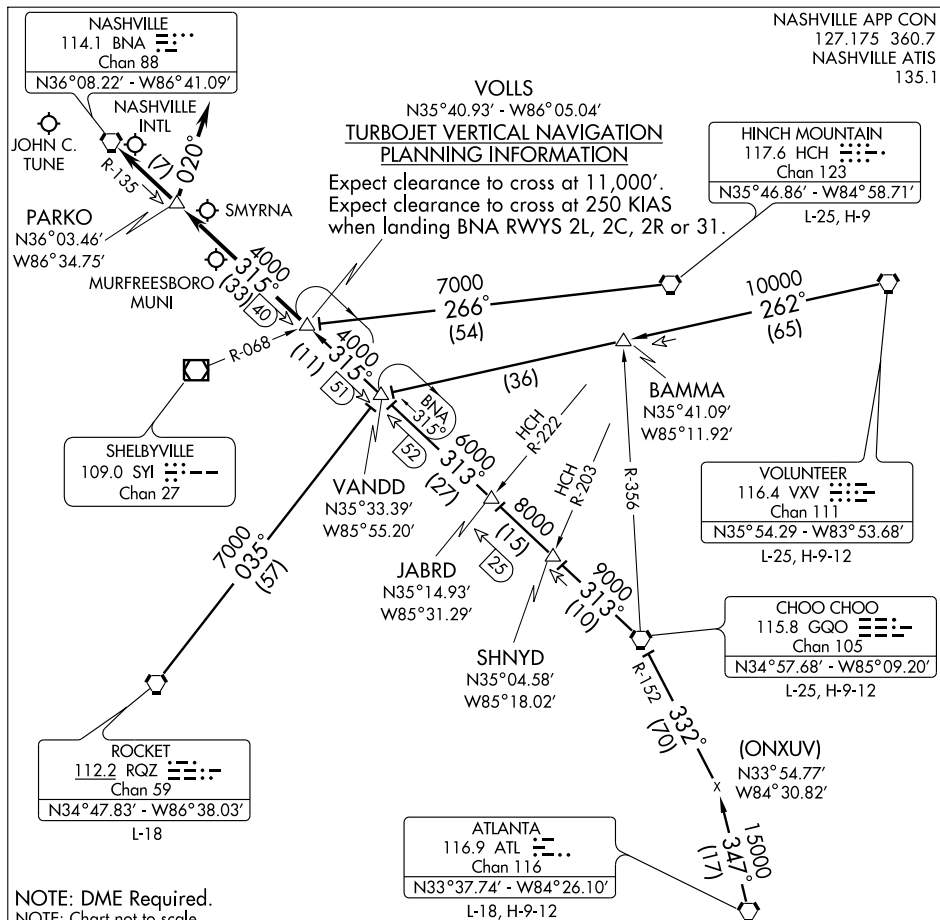
NASHVILLE/JOHN C. TUNE (JWN)

RNAV (GPS) RWY 20

36°11'N-86°53'W

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010



**ATLANTA TRANSITION (ATL.VOLLS7):** From over ATL VORTAC via ATL R-347 and GGO R-152 to GGO VORTAC, then via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**CHOO CHOO TRANSITION (GGO.VOLLS7):** From over GGO VORTAC via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**HINCH MOUNTAIN TRANSITION (HCH.VOLLS7):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

**ROCKET TRANSITION (RQZ.VOLLS7):** From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

**VOLUNTEER TRANSITION (VXV.VOLLS7):** From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

....**TURBOJETS/TURBOPROPS; LANDING NORTH:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

**OBION** N36°17.86' W88°59.69' NOTAM FILE MKL.  
NDB (MHW/LOM) 212 UC 005° 5.1 NM to Everett-Stewart Rgnl. Unmonitored.

ST LOUIS  
L-16H

## ONEIDA

**SCOTT MUNI** (SCX) 4 SW UTC-5(-4DT) N36°27.34' W84°35.15'

1545 B S4 FUEL 100LL, JET A NOTAM FILE BNA

Rwy 05-23: H5502X75 (ASPH) S-28, D-40 MIRL 0.4% up SW

Rwy 05: REIL. PAPI(P4L). Trees.

Rwy 23: ODALS. REIL. PAPI(P4L)—GA 3.0°TCH 26'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun

1730-2300Z†. For attendant after hrs call 423-223-4331,

423-569-8884, 423-569-4934. Unattended Thanksgiving and Christmas day. Rwy 05-23 preset medium ints only.

**WEATHER DATA SOURCES:** AWOS-3 135.025 (423) 569-6651.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

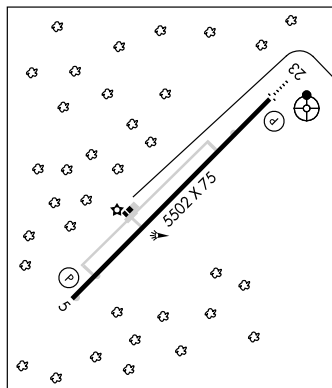
W85°10.00' 107° 29.1 NM to fld. 1020/02W.

PINEY GROVE NDB (MHW) 403 BPO N36°32.37' W84°28.56'

232° 7.3 NM to fld.

SDF 110.5 OLC Rwy 23. (Unmonitored 2230-1330Z†).

CINCINNATI  
H-9A, L-25A  
IAP



**OPERY** N36°12.24' W86°39.17' NOTAM FILE BNA.  
NDB (MHW/LOM) 344 VI 198° 4.9 NM to Nashville Intl. LOM OTS indef.

ST LOUIS  
L-16J

**OUTLAW FLD** (See CLARKSVILLE)

## PARIS

**HENRY CO** (PHT) 3 NW UTC-6(-5DT) N36°20.16' W88°23.07'

580 B FUEL 100LL, JET A NOTAM FILE MKL

Rwy 02-20: H5001X100 (ASPH) S-17 HIRL

Rwy 02: ODALS. REIL. PAPI(P4L).

Rwy 20: REIL. PAPI(P4L).

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2230Z†. Arpt unattended

Thanksgiving, Christmas and New Years. Parachute Jumping.

Ultralghts are not to cross Rwy 02-20. Parallel twy is unlgtd. Rwy

02 REIL OTS indef. Rwy 02 ODALS OTS indef. HIRL Rwy 02-20

preset medium ints, to increase ints and ACTIVATE ODALS Rwy

02—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.825 (731)644-0451.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

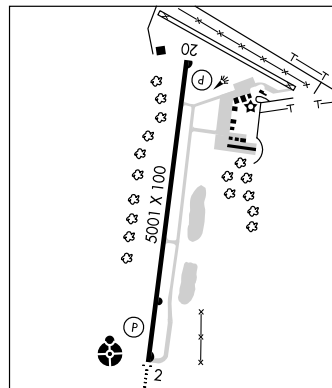
W88°21.53' 356° 44.2 NM to fld. 630/02E.

TRAINER NDB (MHW) 410 TIQ N36°14.97' W88°24.92'

016° 5.4 NM to fld.

ILS 110.7 I-PHT Rwy 02.

ST LOUIS  
H-6J, L-16I  
IAP



**PERRY CO** (See LINDEN)

**PINEY GROVE** N36°32.37' W84°28.56' NOTAM FILE BNA.

NDB (MHW) 403 BPO 232° 7.3 NM to Scott Muni.

CINCINNATI  
L-25A

APP CRS	Rwy Idg	<b>5502</b>
<b>051°</b>	TDZE	<b>1545</b>
	Apt Elev	<b>1545</b>

**RNAV (GPS) RWY 5**

ONEIDA/SCOTT MUNI (SCX)



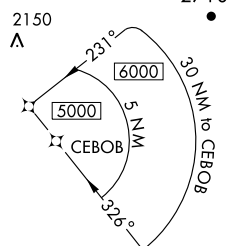
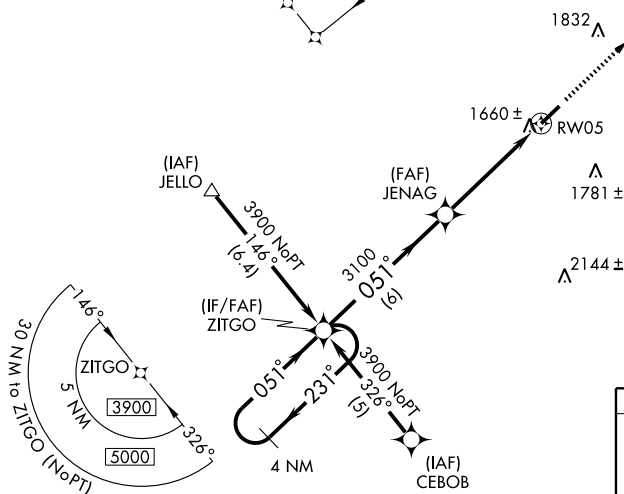
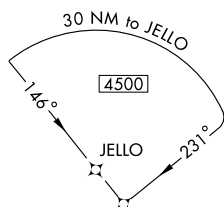
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.  
Procedure NA at night.

MISSED APPROACH: Climb to 4500  
direct COPEP WP and hold.

AWOS-3  
**135.025**

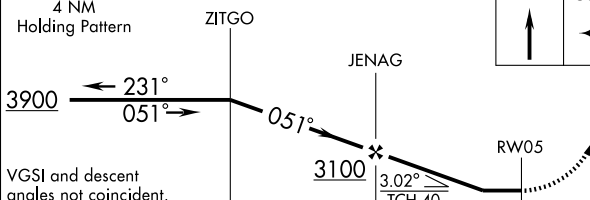
INDIANAPOLIS CENTER  
**124.625 371.925**

UNICOM  
**122.8 (CTAF)**



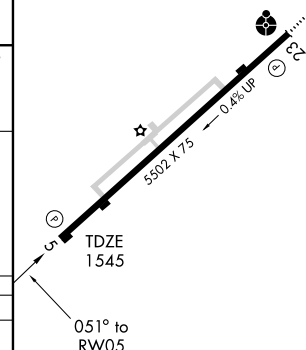
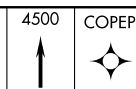
ELEV **1545**

4 NM  
Holding Pattern



VGSI and descent  
angles not coincident.

CATEGORY	A	B	C	D
LNNAV MDA	1960-1 415 (500-1)	1960-1¼ 415 (500-1¼)		
CIRCLING	2080-1 535 (600-1)	2080-1½ 535 (600-1½)	2100-2 555 (600-2)	



MIRL Rwy 5-23  
REIL Rwy 5 and 23

APP CRS **232°**  
 Rwy Idg **5502**  
 TDZE **1531**  
 Apt Elev **1545**

# RNAV (GPS) RWY 23

ONEIDA/SCOTT MUNI (SCX)



DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.  
 Inoperative table does not apply.  
 Circling NA at night to Rwy 05.

ODALS

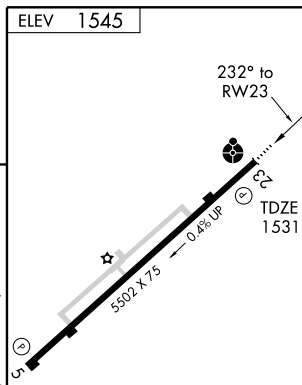
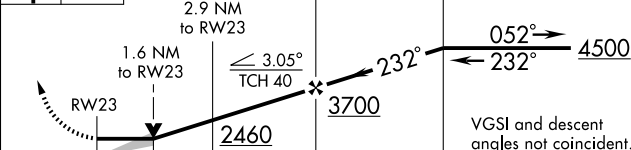
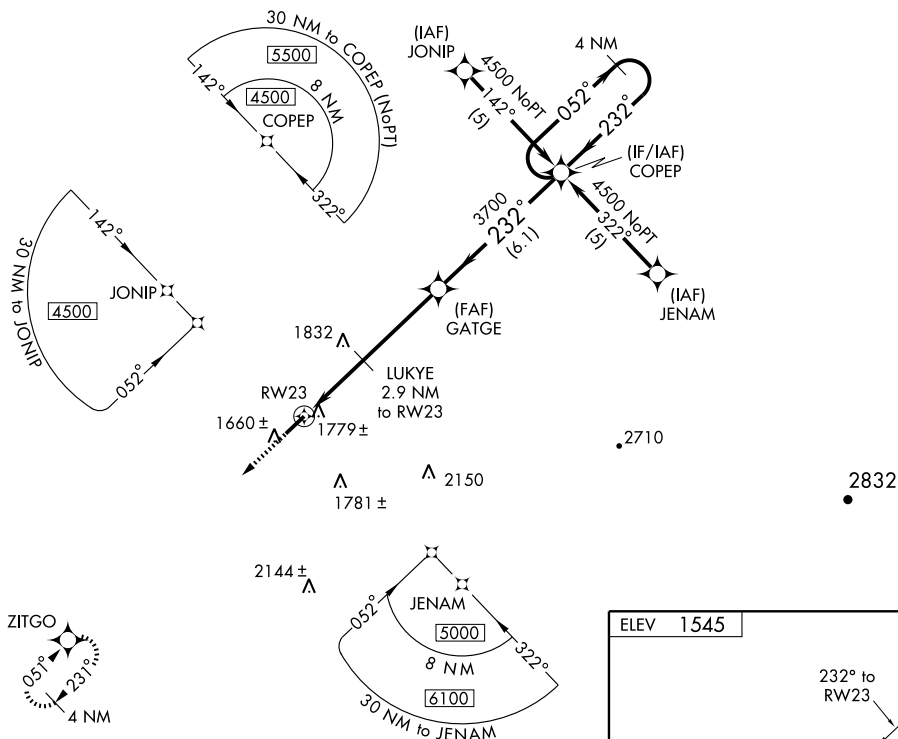


MISSED APPROACH: Climb to 4000  
 direct ZITGO WP and hold.

AWOS-3  
**135.025**

INDIANAPOLIS CENTER  
**124.625 371.925**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNNAV MDA	2040-1 509 (500-1)	2040-1½ 509 (500-1½)		
CIRCLING	2080-1 535 (600-1)	2080-1½ 535 (600-1½)	2100-2 555 (600-2)	

MIRL Rwy 5-23 0  
 REIL Rws 5 and 23

SDF OLC <b>110.5</b>	APP CRS <b>231°</b>	Rwy Idg TDZE Apt Elev <b>5502</b> <b>1531</b> <b>1545</b>
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# SDF RWY 23

ONEIDA/SCOTT MUNI (SCX)

**V** Inoperative table does not apply to Cat C.  
**Δ** NA ADF REQUIRED



MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct BPO NDB and hold.

AWOS-3  
**135.025**

INDIANAPOLIS CENTER  
**124.625 371.925**

UNICOM  
**122.8 (CTAF)**

LIVINGSTON  
108.4 LVT  
Chan 21

4000  
09°  
(33.5)

4300  
071°  
(19.1)

JELLO

1832

Δ

1660±

Δ

1781±

Δ

2150

2144±

Δ

10 NM

006°

186°

051°

051°

IAF

PINEY GROVE

403 BPO

403

403

403

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5000

276°

(22.4)

WEEDY

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ELEV 1545

231° 6.9 NM  
from FAF

TDZE

1531

0.6% UP

5502 X 75

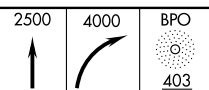
MIRL Rwy 5-23  
REIL Rws 5 and 23

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

ONEIDA, TENNESSEE

Amdt 5 09183



NDB

Remain  
within 10 NM

051°

4000

231°

3700

VGSI and descent  
angles not coincident.

2.94°

TCH 40

6.9 NM

CATEGORY	A	B	C	D
S-23	2160-3/4 629 (700-3/4)	2160-13/4 629 (700-13/4)	2160-2 629 (700-2)	2160-2 629 (700-2)
CIRCLING	2160-1 615 (700-1)	2160-13/4 615 (700-13/4)	2160-2 615 (700-2)	2160-2 615 (700-2)

ONEIDA/SCOTT MUNI (SCX)

# SDF RWY 23

36° 27'N-84° 35'W

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LVT <b>108.4</b> Chan <b>21</b>	APP CRS <b>107°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1545</b>
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# VOR/DME-A

ONEIDA/SCOTT MUNI (SCX)

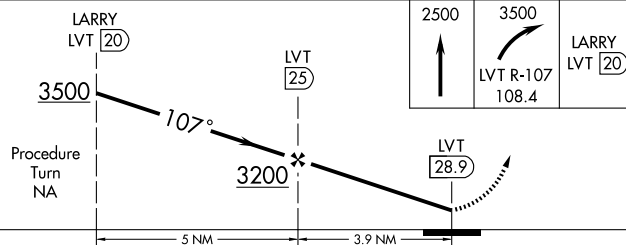
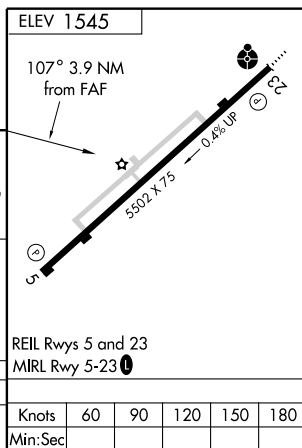
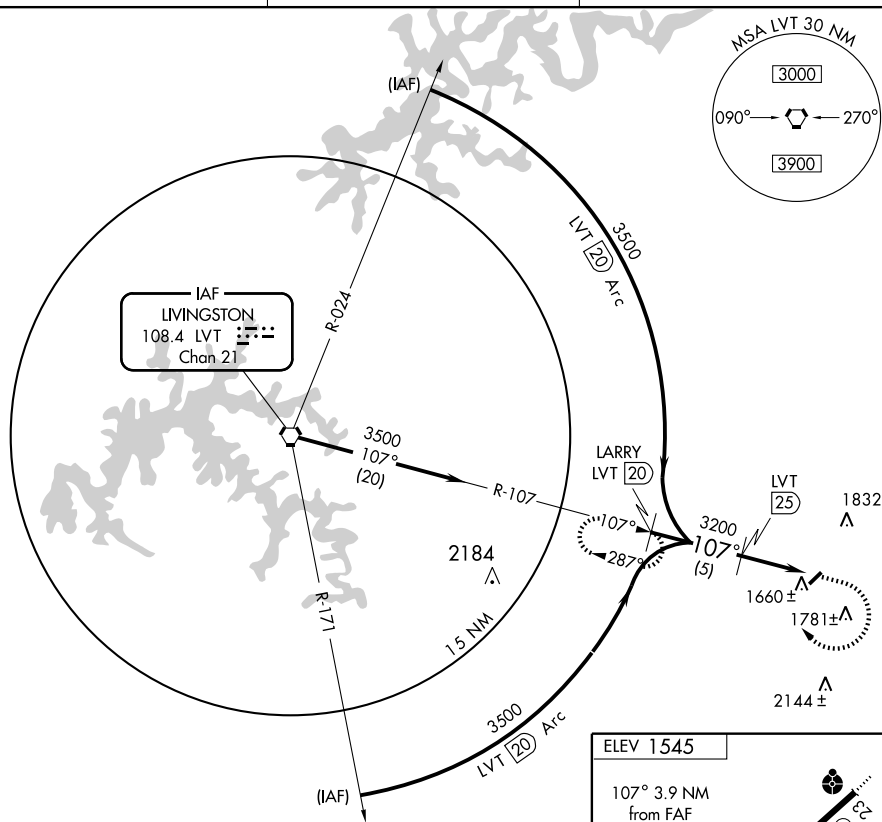


MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 via LVT R-107 to LARRY/20 DME and hold.

AWOS-3  
**135.025**

INDIANAPOLIS CENTER  
**124.625 371.925**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
CIRCLING	2080-1 535 (600-1)	2080-1¼ 535 (600-1¼)	2080-1½ 535 (600-1½)	2100-2 555 (600-2)

Knots	60	90	120	150	180
Min:Sec					

**OBION** N36°17.86' W88°59.69' NOTAM FILE MKL.  
NDB (MHW/LOM) 212 UC 005° 5.1 NM to Everett-Stewart Rgnl. Unmonitored.

ST LOUIS  
L-16H

# ONEIDA

**SCOTT MUNI** (SCX) 4 SW UTC-5(-4DT) N36°27.34' W84°35.15'

1545 B S4 FUEL 100LL, JET A NOTAM FILE BNA

Rwy 05-23: H5502X75 (ASPH) S-28, D-40 MIRL 0.4% up SW

Rwy 05: REIL. PAPI(P4L). Trees.

Rwy 23: ODALS. REIL. PAPI(P4L)—GA 3.0°TCH 26'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun

1730-2300Z†. For attendant after hrs call 423-223-4331,

423-569-8884, 423-569-4934. Unattended Thanksgiving and Christmas day. Rwy 05-23 preset medium ints only.

**WEATHER DATA SOURCES:** AWOS-3 135.025 (423) 569-6651.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

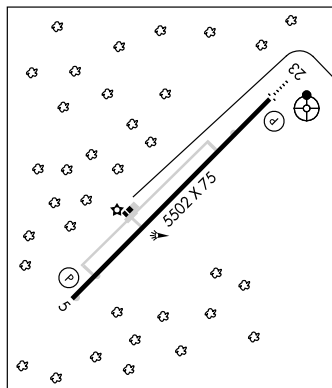
W85°10.00' 107° 29.1 NM to fld. 1020/02W.

PINEY GROVE NDB (MHW) 403 BPO N36°32.37' W84°28.56'

232° 7.3 NM to fld.

SDF 110.5 OLC Rwy 23. (Unmonitored 2230-1330Z†).

CINCINNATI  
H-9A, L-25A  
IAP



**OPERY** N36°12.24' W86°39.17' NOTAM FILE BNA.  
NDB (MHW/LOM) 344 VI 198° 4.9 NM to Nashville Intl. LOM OTS indef.

ST LOUIS  
L-16J

**OUTLAW FLD** (See CLARKSVILLE)

# PARIS

**HENRY CO** (PHT) 3 NW UTC-6(-5DT) N36°20.16' W88°23.07'

580 B FUEL 100LL, JET A NOTAM FILE MKL

Rwy 02-20: H5001X100 (ASPH) S-17 HIRL

Rwy 02: ODALS. REIL. PAPI(P4L).

Rwy 20: REIL. PAPI(P4L).

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2230Z†. Arpt unattended

Thanksgiving, Christmas and New Years. Parachute Jumping.

Ultralghts are not to cross Rwy 02-20. Parallel twy is unlgtd. Rwy

02 REIL OTS indef. Rwy 02 ODALS OTS indef. HIRL Rwy 02-20

preset medium ints, to increase ints and ACTIVATE ODALS Rwy

02—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.825 (731)644-0451.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 134.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

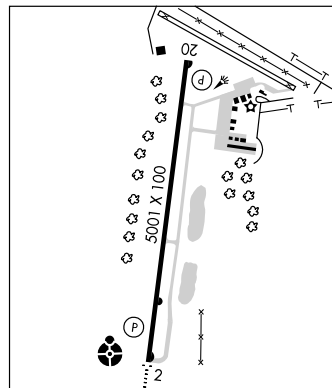
W88°21.53' 356° 44.2 NM to fld. 630/02E.

TRAINER NDB (MHW) 410 TIQ N36°14.97' W88°24.92'

016° 5.4 NM to fld.

ILS 110.7 I-PHT Rwy 02.

ST LOUIS  
H-6J, L-16I  
IAP



**PERRY CO** (See LINDEN)

**PINEY GROVE** N36°32.37' W84°28.56' NOTAM FILE BNA.

NDB (MHW) 403 BPO 232° 7.3 NM to Scott Muni.

CINCINNATI  
L-25A



LOC I-PHT <b><u>110.7</u></b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>580</b> <b>580</b>
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## ILS or LOC/NDB RWY 2

PARIS /HENRY COUNTY (PHT)

<b>T</b>	Inoperative table does not apply to S-LOC 2 Cat C. ADF Required. When
<b>A</b> NA	local altimeter setting not received; use Jackson altimeter setting and increase DA and all MDA 140 feet and increase S-ILS 2 visibility all Cats ½ mile. S-LOC 2 visibility Cat C and D ¼ mile and Circling Cat C ¼ mile.

QDAIS



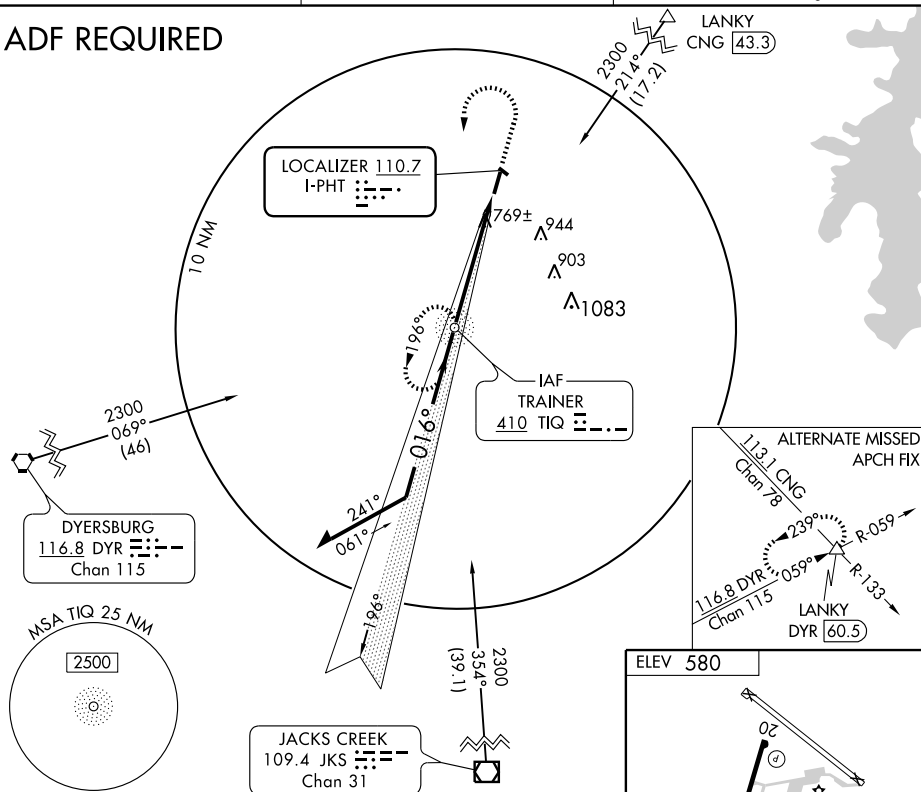
**MISSED APPROACH:** Climb to 1400 then climbing left turn to 2300 direct TIQ NDB and hold.

AWOS-3  
118.825

MEMPHIS CENTER  
134.65 316.15

UNICOM  
123.0 (CTAF) **L**

## ADF REQUIRED



Remain  
within 10 NM

GS 3.00°  
TCH 41

1400	230
------	-----

VGSI and ILS glidepath  
not coincident.

\_\_\_\_\_

TDZE  
580

016° 5 NM  
from FAF

REIL Rwy 2 and 20  
HIRL Rwy 2-20 **L**

FAF to MAP 5 NM

CATEGORY	A	B	C	D
S-LS 2	780- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )	
S-LOC 2	1020- <sup>3</sup> / <sub>4</sub>	440 (500- <sup>3</sup> / <sub>4</sub> )	1020-1 <sup>1</sup> / <sub>4</sub> 440 (500-1 <sup>1</sup> / <sub>4</sub> )	1020-1 <sup>1</sup> / <sub>2</sub> 440 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1080-1	500 (500-1)	1080-1 <sup>1</sup> / <sub>2</sub> 500 (500-1 <sup>1</sup> / <sub>2</sub> )	1140-2 560 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

PARIS, TENNESSEE

Amdt 1 06MAY10

PARIS /HENRY COUNTY (PHT)

36°20'N-88°23'W

## ILS or LOC/NDB RWY 2

SE-1. 21 OCT 2010 to 18 NOV 2010

NDB	TIQ	APP CRS	Rwy Idg	<b>5001</b>
<b>410</b>		<b>016°</b>	TDZE	<b>580</b>
			Apt Elev	<b>580</b>

**NDB RWY 2**

PARIS /HENRY COUNTY (PHT)

**NA** Inoperative table does not apply to S-2 Cat C. When local altimeter setting not received; use Jackson altimeter setting and increase all MDA 140 feet and increase S-2 visibilities Cats C and D ½ mile and Circling Cat C ¼ mile.

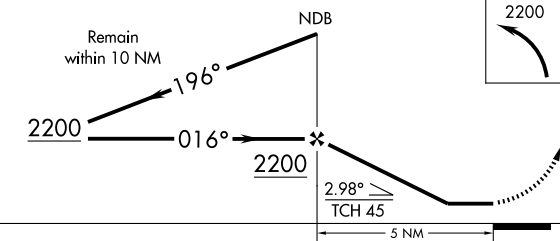
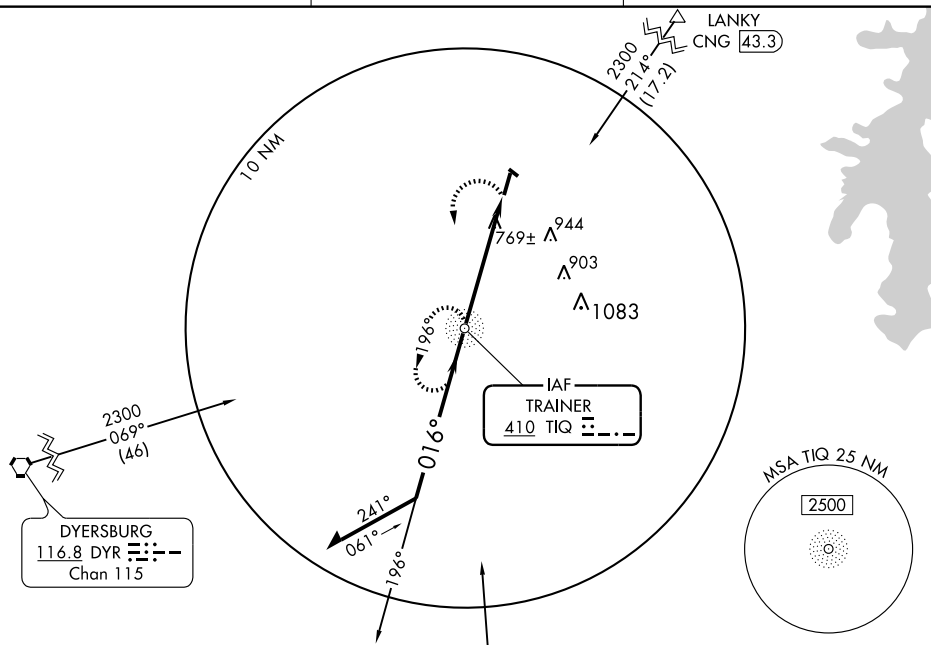
ODALS

**MISSED APPROACH:**  
Climbing left turn to 2200  
direct TIQ NDB and hold.

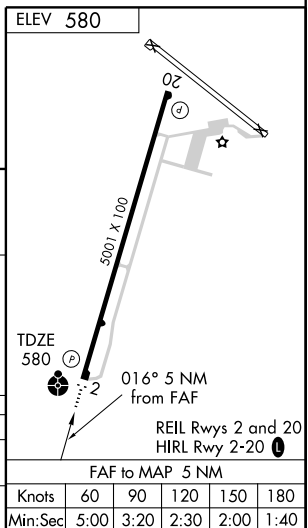
AWOS-3  
**118.825**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
S-2	1080-¾	500 (500-¾)	1080-1¼	1080-1½
			500 (500-1¼)	500 (500-1½)
CIRCLING	1080-1	500 (500-1)	1080-1½	1140-2
			500 (500-1½)	560 (600-2)



WAAS CH <b>48817</b> <b>W02A</b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>580</b> <b>580</b>
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**RNAV (GPS) RWY 2**

PARIS /HENRY COUNTY (PHT)

**⚠** Inoperative table does not apply to LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received; use Jackson altimeter setting and increase all DA and MDA 140 feet and LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV visibility Cats C and D ¼ mile and Circling Cats C and D ¼ mile. VDP NA when using Jackson altimeter setting.

ODALS



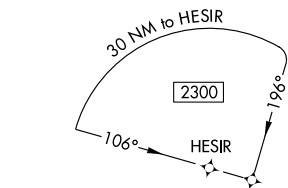
**MISSED APPROACH:**  
Climb to 3000 direct  
CAGAK and hold.

AWOS-3  
**118.825**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.0 (CTAF) 0**

MISSED APCH FIX



RW02

769±

A<sup>944</sup>A<sup>903</sup>A<sup>1083</sup>(FAF)  
CUMPI

2300

016°

(6.1)

(IAF) HESIR

2300 NoPT

(5)

106°

WASED

2300

016°

(5)

286°

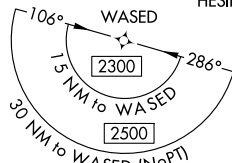
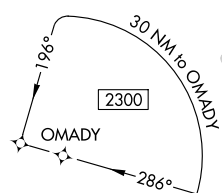
(IF/IAF) WASED

2300 NoPT

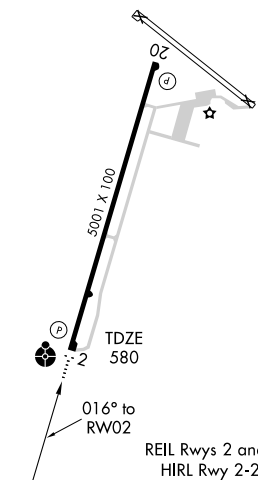
(5)

196°

4 NM



ELEV 580



VGSI and descent angles not coincident.

4 NM  
Holding Pattern

WASED

CUMPI

2300

3000

CAGAK

2300

196°

016°

016°

2300

016°

2300

016°

2300

016°

2300

016°

2300

016°

2300

016°

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016°

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016°

2300

016°

2300

016°

2300

016°

2300

GS 3.00°

TCH 41

6.1 NM

4 NM

1.2 NM

\*1.2 NM to RW02

\*LNAV only

RW02

LPV DA

780-¾ 200 (200-¾)

LNAV/VNAV DA

1087-1¾ 507 (600-1¾)

LNAV MDA

1020-¾ 440 (500-¾)

1020-1¼ 440 (500-1¼)

1020-1½ 440 (500-1½)

CIRCLING

1080-1 500 (500-1)

1080-1½ 500 (500-1½)

1140-2 560 (600-2)

TDZE

580

REIL Rwy 2 and 20  
HIRL Rwy 2-20 0

WAAS CH <b>42717</b> <b>W20A</b>	APP CRS <b>196°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>571</b> <b>580</b>
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**RNAV (GPS) RWY 20**

PARIS /HENRY COUNTY (PHT)

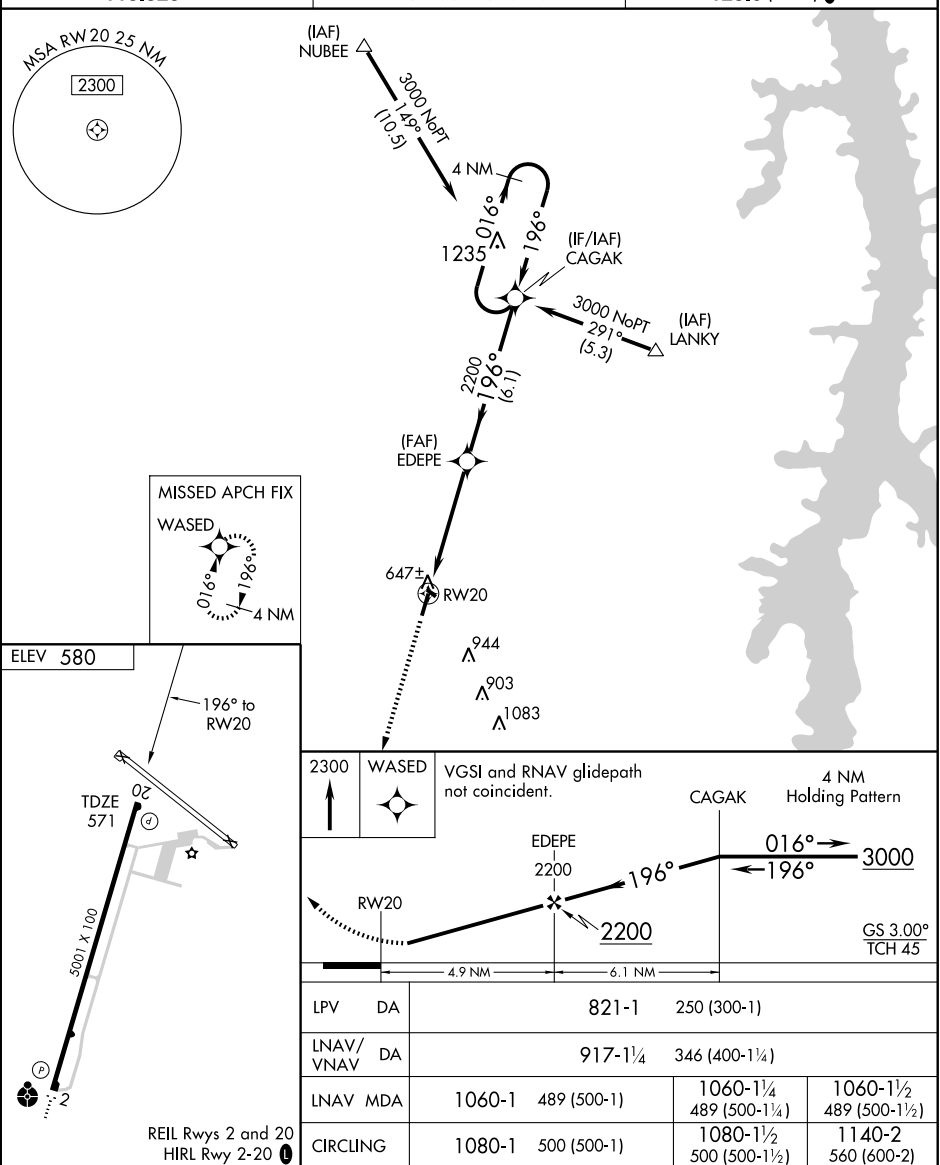
**⚠ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all DA and MDA 140 feet and increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV visibility Cat C and D ½ mile and Circling Cat D ¼ mile.

**MISSED APPROACH:**  
Climb to 2300 direct  
WASED and hold.

AWOS-3  
**118.825**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.0 (CTAF) 0**



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

**PORTLAND MUNI** (1M5) 3 NE UTC-6(-5DT) N36°35.57' W86°28.61'

818 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE BNA

RWY 01-19: H5000X100 (ASPH) S-25 MIRL 0.9% up S

RWY 01: REIL. PAPI(P4L) Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0°TCH 21'.

**AIRPORT REMARKS:** Attended 1400-2300Z+. CLOSED on federal holidays. MIRL Rwy 01-19 preset low ints; to increase ints ACTIVATE—CTAF. PAPI Rwy 01 and Rwy 19 operate continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (615) 325-4971.**COMMUNICATIONS:** CTAF/UNICOM 122.8

NASHVILLE APP/DEP CON 119.35

GCO 121.725 (NASHVILLE CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWG.

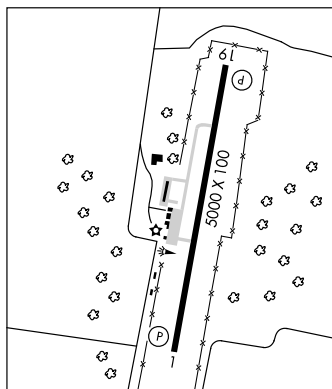
BOWLING GREEN (H) VORTACW 117.9 BWG Chan 126

N36°55.73' W86°26.61' 183° 20.2 NM to fld. 565/02E.

ST LOUIS

H-6K, 9A, L-16J

IAP

**PUCKETT GLIDERPORT** (See EAGLEVILLE)**PULASKI****ABERNATHY FLD** (GZS) 3 SW UTC-6(-5DT) N35°09.22' W87°03.41'

685 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 16-34: H5001X75 (ASPH) S-54, D-75 MIRL 0.8% up NW

RWY 16: REIL. VASI(V2R).

RWY 34: REIL. VASI(V2L). Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0200Z+, Sun 1900-2300Z+. CLOSED Christmas. After hrs call 931-619-6827. Rock quarry approximately 1000' from Rwy 34, advance notice given to arpt when explosives are scheduled. Intermittent radio controlled acft ops afternoons and weekends.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (931) 363-6760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

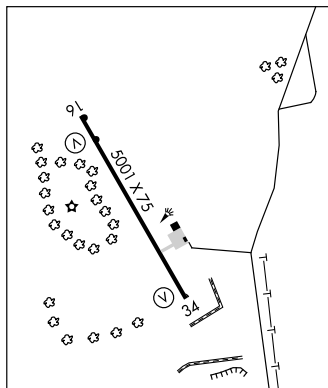
ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

W86°38.03' 314° 29.9 NM to fld. 1199/02E.

ATLANTA

H-6J, 9A, L-16J

IAP

**REELFOOT LAKE** (See TIPTONVILLE)**ROBERT SIBLEY** (See SELMER)

APP CRS **193°**  
Rwy Idg **5000**  
TDZE **811**  
Apt Elev **818**

# GPS RWY 19

PORTLAND MUNI (1M5)

▼  
▲ NA

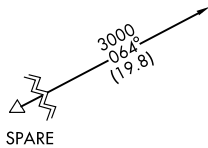
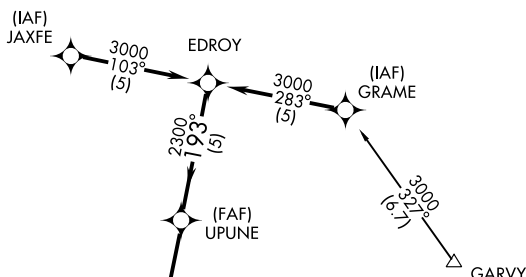
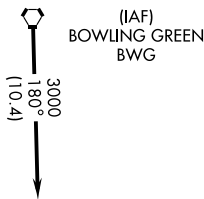
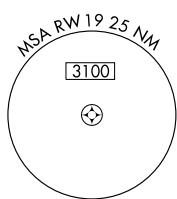
MISSED APPROACH: Climbing right turn to 3000 direct TANDS WP and hold.

AWOS-3  
**118.175**

NASHVILLE APP CON  
**119.35 385.55**

GCO  
**121.725**

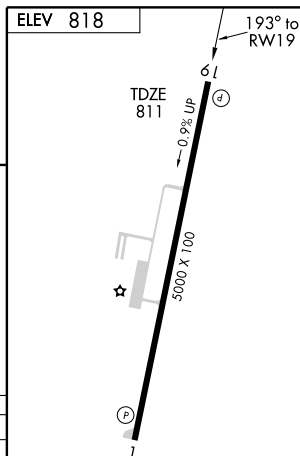
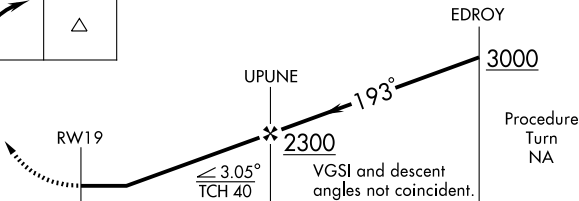
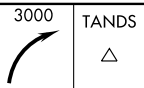
UNICOM  
**122.8 (CTAF) 0**



▲ 2049

TANDS

▲ 1502



CATEGORY	A	B	C	D
S-19	1200-1 389 (400-1)			1200-1¼ 389 (400-1¼)
CIRCLING	1260-1 442 (500-1)	1280-1 462 (500-1)	1280-1½ 462 (500-1½)	1380-2 562 (600-2)

REIL Rwy 1 and 19  
MIRL Rwy 1-19 0

VORTAC BWG	APP CRS	Rwy Idg	5000
117.9	182°	TDZE	811
Chan 126		Apt Elev	818

# VOR/DME RWY 19

PORTLAND MUNI (1M5)

**V** If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet.  
**NA**

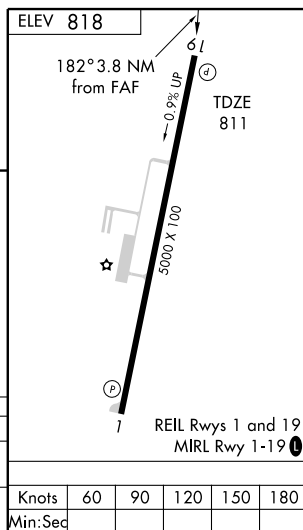
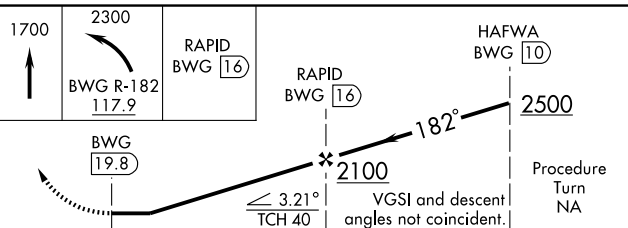
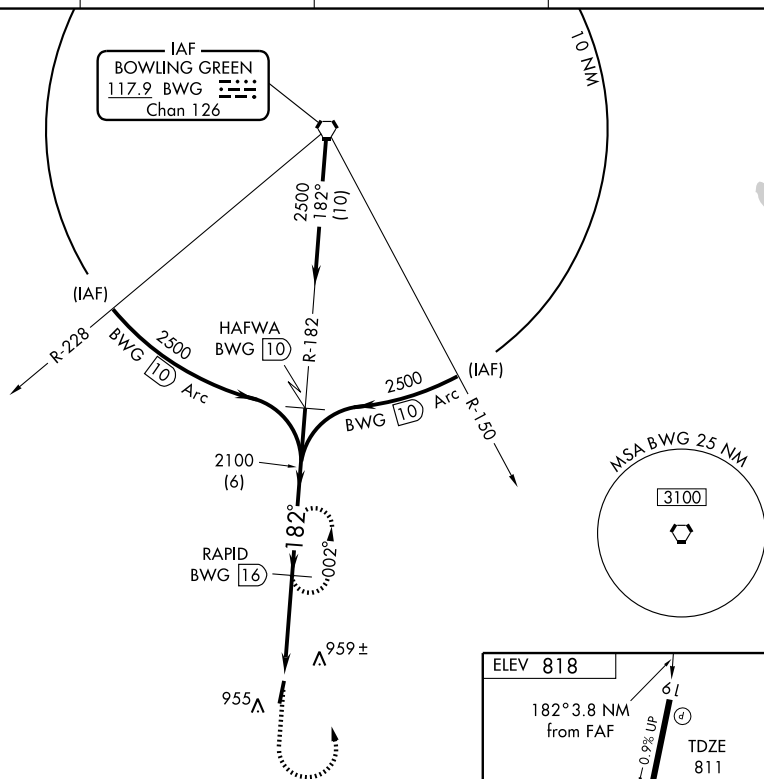
**MISSED APPROACH:** Climb to 1700 then climbing left turn to 2300 via BWG R-182 to RAPID 16 DME and hold.

AWOS-3  
118.175

NASHVILLE APP CON  
119.35 385.55

GCO  
121.725

UNICOM  
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
S-19	1400-1 589 (600-1)		1400-1½ 589 (600-1½)	1400-1¾ 589 (600-1¾)
CIRCLING	1400-1 582 (600-1)		1400-1½ 582 (600-1½)	1400-2 582 (600-2)

**PORTLAND MUNI** (1M5) 3 NE UTC-6(-5DT) N36°35.57' W86°28.61'

818 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE BNA

RWY 01-19: H5000X100 (ASPH) S-25 MIRL 0.9% up S

RWY 01: REIL. PAPI(P4L) Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0°TCH 21'.

**AIRPORT REMARKS:** Attended 1400-2300Z. CLOSED on federal holidays. MIRL Rwy 01-19 preset low ints; to increase ints ACTIVATE—CTAF. PAPI Rwy 01 and Rwy 19 operate continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (615) 325-4971.**COMMUNICATIONS:** CTAF/UNICOM 122.8

NASHVILLE APP/DEP CON 119.35

GCO 121.725 (NASHVILLE CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWG.

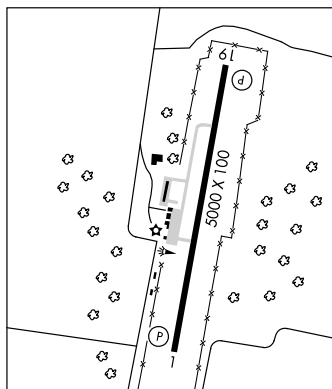
BOWLING GREEN (H) VORTACW 117.9 BWG Chan 126

N36°55.73' W86°26.61' 183° 20.2 NM to fld. 565/02E.

ST LOUIS

H-6K, 9A, L-16J

IAP

**PUCKETT GLIDERPORT** (See EAGLEVILLE)**PULASKI****ABERNATHY FLD** (GZS) 3 SW UTC-6(-5DT) N35°09.22' W87°03.41'

685 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 16-34: H5001X75 (ASPH) S-54, D-75 MIRL 0.8% up NW

RWY 16: REIL. VASI(V2R).

RWY 34: REIL. VASI(V2L). Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0200Z, Sun 1900-2300Z. CLOSED Christmas. After hrs call 931-619-6827. Rock quarry approximately 1000' from Rwy 34, advance notice given to arpt when explosives are scheduled. Intermittent radio controlled acft ops afternoons and weekends.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (931) 363-6760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 125.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

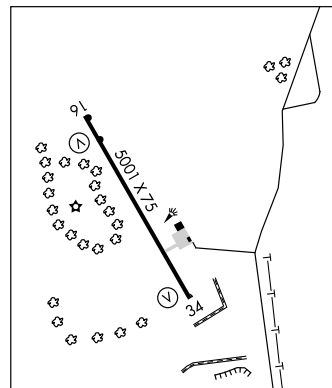
ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

W86°38.03' 314° 29.9 NM to fld. 1199/02E.

ATLANTA

H-6J, 9A, L-16J

IAP

**REELFOOT LAKE** (See TIPTONVILLE)**ROBERT SIBLEY** (See SELMER)



APP CRS	Rwy Idg	<b>5001</b>
<b>155°</b>	TDZE	<b>685</b>
	Apt Elev	<b>685</b>

**RNAV (GPS) RWY 16**

PULASKI/ABERNATHY FIELD (GZS)

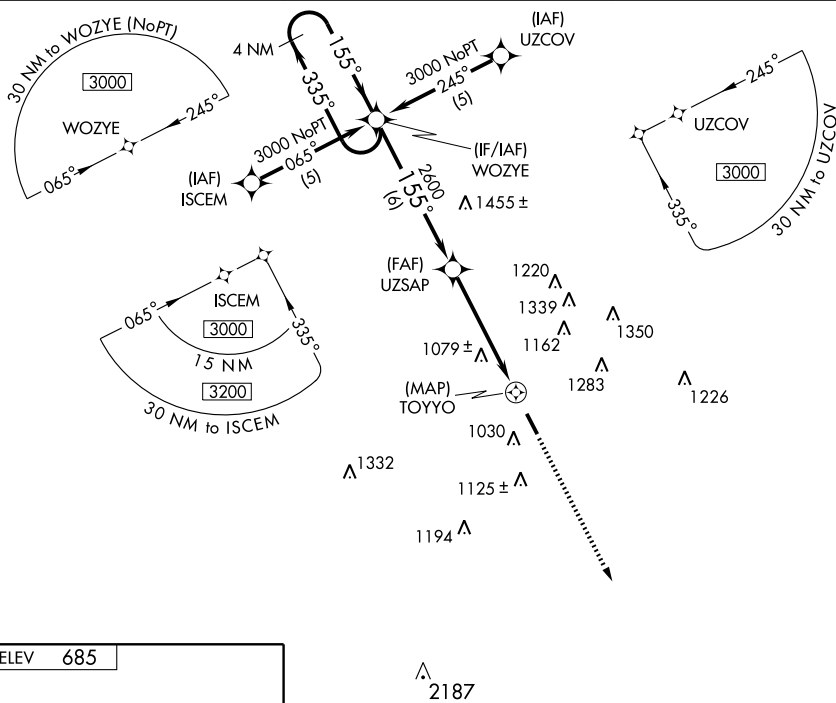
**▼** If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night.  
**▲ NA** DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

**MISSED APPROACH:** Climb to 3000 direct ZEWGU and hold.

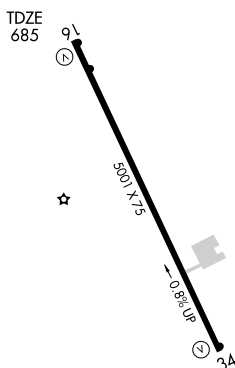
AWOS-3  
**118.275**

MEMPHIS CENTER  
**125.85 381.4**

UNICOM  
**122.8 (CTAF)**



ELEV **685**



MIRL Rwy 16-34  
 REIL Rwy 16 and 34

4 NM Holding Pattern				3000	ZEWGU
WOZYE				↑	✧
3000 ← 335° 155° →					
VGSI and descent angles not coincident.					
UZSAP					
TOYYO					
6 NM 4.9 NM 0.9					
CATEGORY	A	B	C	D	
LNVA MDA	1340-1	655 (700-1)	1340-1¾ 655 (700-1¾)	1340-2 655 (700-2)	
CIRCLING	1420-1	735 (800-1)	1420-2 735 (800-2)	1440-2½ 755 (800-2½)	

APP CRS **335°**  
 Rwy Idg **5001**  
 TDZE **663**  
 Apt Elev **685**

# RNAV (GPS) RWY 34

PULASKI/ABERNATHY FIELD (GZS)

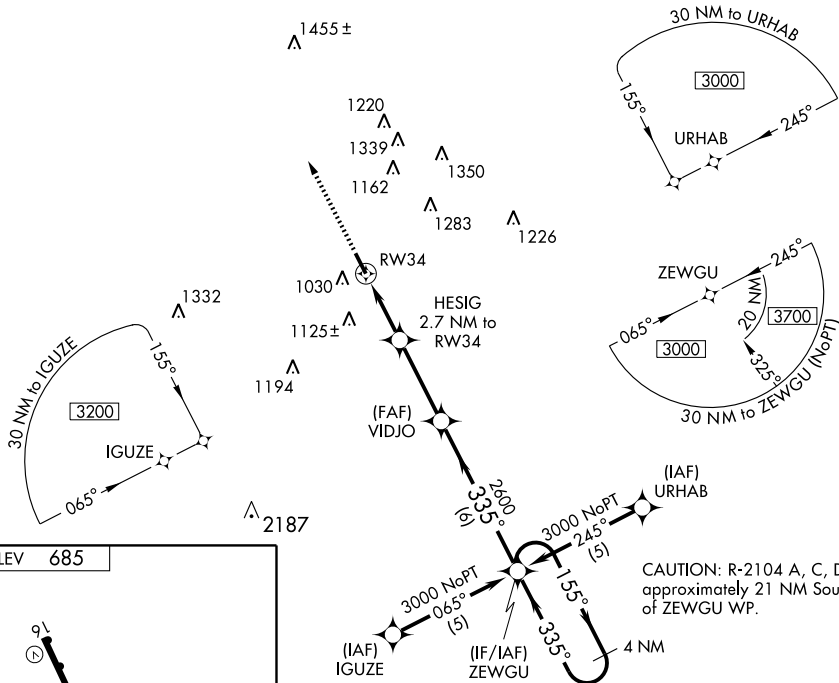
**▼** If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet.  
**▲ NA** DME/DME RNP-0.3 NA. Circling to Rwy 16 NA at night. VDP NA when using Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct WOZYE and hold.

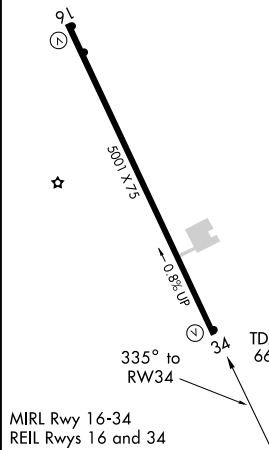
AWOS-3  
**118.275**

MEMPHIS CENTER  
**125.85 381.4**

UNICOM  
**122.8 (CTAF)**



ELEV **685**



CATEGORY			
LNAV MDA			
CIRCLING			
A			
B			
C			
D			
1360-1 697 (700-1)			
1360-2 697 (700-2)			
1360-2½ 697 (700-2½)			
1420-1 735 (800-1)			
1420-2 735 (800-2)			
1440-2½ 755 (800-2½)			

VORTAC RQZ <b><u>112.2</u></b> Chan <b>59</b>	APP CRS <b>313°</b>	Rwy Idg <b>5001</b> TDZE <b>663</b> Apt Elev <b>685</b>
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VOR/DME RWY 34  
PULASKI/ABERNATHY FIELD (GZS)

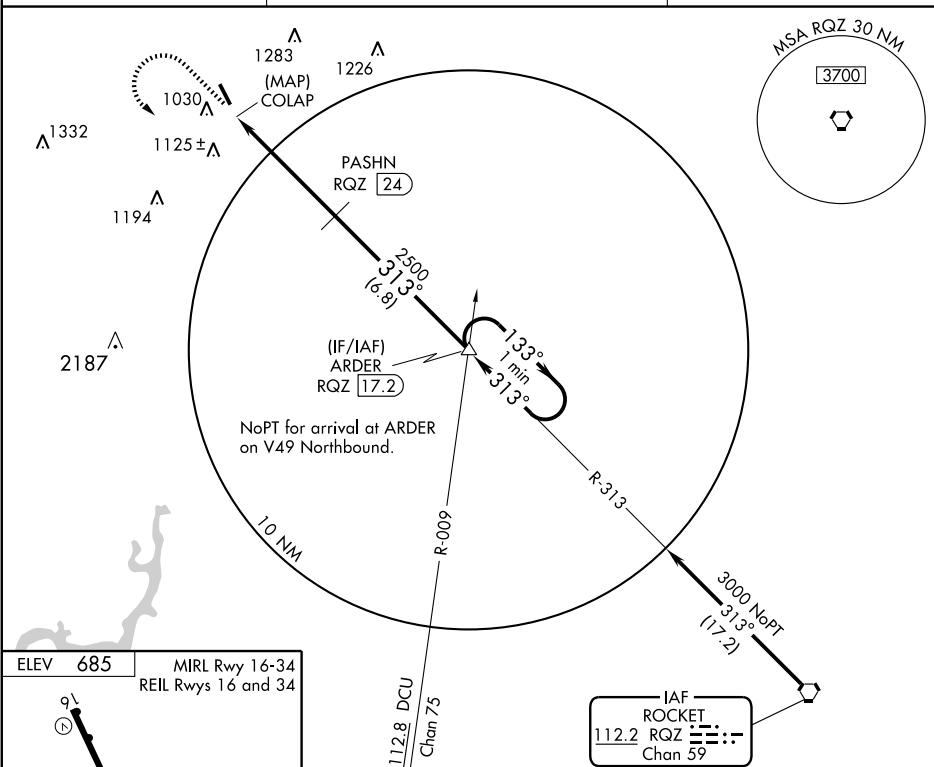
**T** If local altimeter setting not received, use Madison County  
**A** NA Executive/Tom Sharp Jr Field, Huntsville altimeter setting and  
 increase all MDAs 80 feet. Circling to Rwy 16 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-313 to ARDER Int/RQZ 17.2 DME and hold.

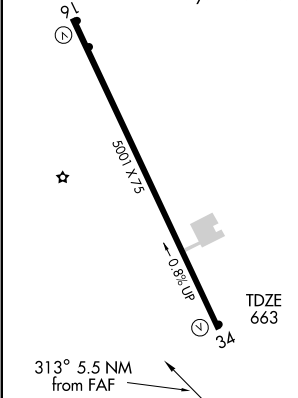
AWOS-3  
118.275

MEMPHIS CENTER  
125.85 381.4

UNICOM  
122.8 (CTAF)



ELEV 685	MIRL Rwy 16-34
	REIL Rwy 16 and 34



CATEGORY	A	B	C	D
S-34	1520-1 857 (900-1)	1520-1¼ 857 (900-1¼)	1520-2½ 857 (900-2½)	1520-2¾ 857 (900-2¾)
CIRCLING	1520-1 835 (900-1)	1520-1¼ 835 (900-1¼)	1520-2½ 835 (900-2½)	1520-2¾ 835 (900-2¾)

PULASKI, TENNESSEE

Amdt 2 07354

PULASKI/ ABERNATHY FIELD (GZS)

VOR/DME RWY 34

35°09'N - 87°03'W

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

**ROCKWOOD MUNI** (RKW) 3 N UTC-5(-4DT) N35°55.34' W84°41.38'

1664 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 04-22: H5000X100 (ASPH) S-30, D-38 MIRL 0.6% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Trees.

RWY 22: REIL. PAPI(P2L)—GA 3.0°TCH 20'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†. CAUTION—Acft taxiing not visible from ends of rwy.

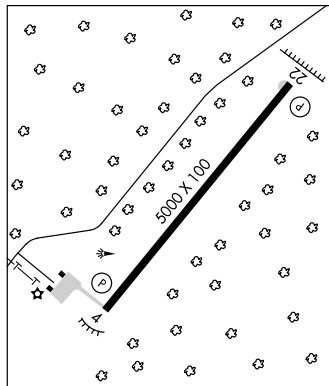
WEATHER DATA SOURCES: AWOS-3 118.775 (865) 354-9262.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 061° 16.4 NM to fld. 3040/02W. HIWAS.

**ROGERSVILLE** N36°27.36' W82°53.06' NOTAM FILE BNA.

NDB (MHW) 329 RVN at Hawkins Co. Unmonitored 2400-1200Z† daily.

CINCINNATI

L-25C

**ROGERSVILLE****HAWKINS CO** (RVN) 6 NE UTC-5(-4DT) N36°27.45' W82°53.10'

1255 B S4 FUEL 100LL NOTAM FILE BNA

RWY 07-25: H3502X75 (ASPH) S-25 MIRL 0.7% up W

RWY 07: REIL. PAPI (P4L). Trees.

RWY 25: REIL. PAPI (P4L). Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. Deer on and invof arpt.

Rwy 07 mountain ridges SE of arpt; 3118 ft within 9 miles.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ TRI CITY APP/DEP CON 119.25 (1100-0500Z†)

ATLANTA CENTER APP/DEP CON 127.85 (0500-1100Z†)

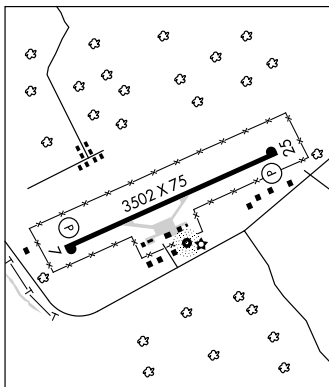
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HNV Chan 93 N36°26.22'

W82°07.77' 276° 36.6 NM to fld. 4321/04W.

ROGERSVILLE NDB (MHW) 329 RVN N36°27.36' W82°53.06'

at fld. Unmonitored 2400-1200Z† daily.



CINCINNATI

L-25C

IAP

**ROSSVILLE****WOLF RIVER** (54M) 2 W UTC-6(-5DT) N35°03.24' W89°34.80'

310 FUEL 100LL NOTAM FILE MKL

RWY 18-36: 3106X100 (TURF)

RWY 18: Thld displcd 1000'. Trees. Rgt tfc.

RWY 36: Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Rwy 18 thld and displcd thld marked with 3' white cone edge markers.

COMMUNICATIONS: CTAF 122.9

MEMPHIS

APP CRS **221°**  
 Rwy Idg **5000**  
 TDZE **1664**  
 Apt Elev **1664**

# RNAV (GPS) RWY 22

ROCKWOOD MUNI (RKW)

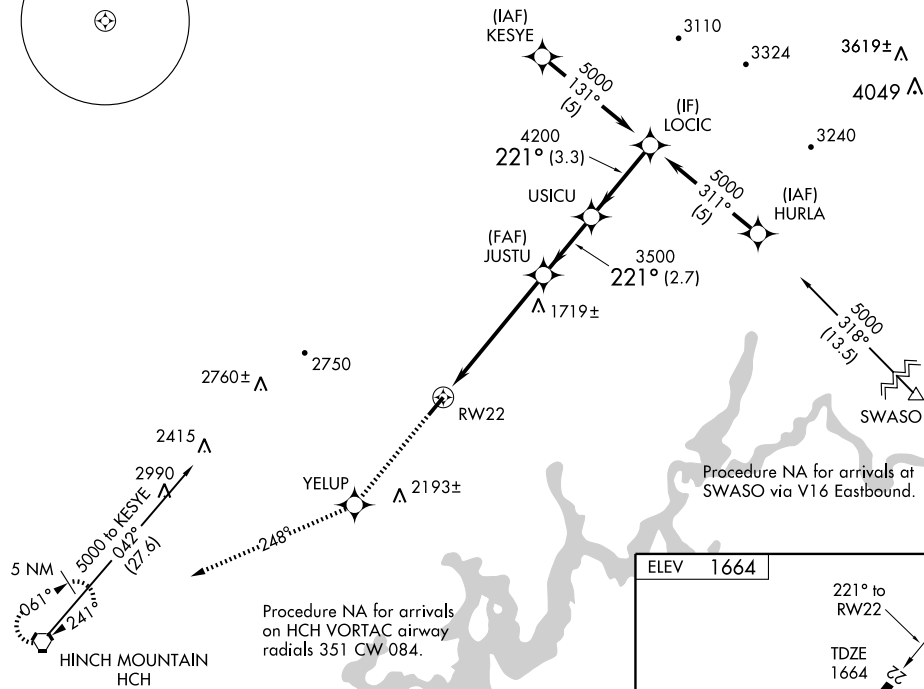
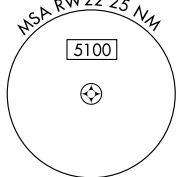
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, increase LNAV and Circling Cat. D visibility ¼ mile.

**MISSED APPROACH:** Climb to 5000 direct YELUP and via 248° track to HCH VORTAC and hold.

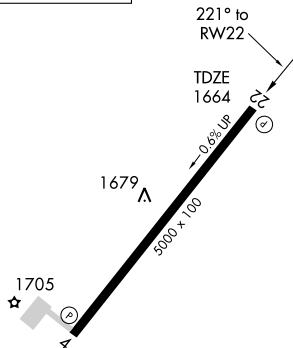
AWOS-3  
**118.775**

ATLANTA CENTER  
**133.6 254.3**

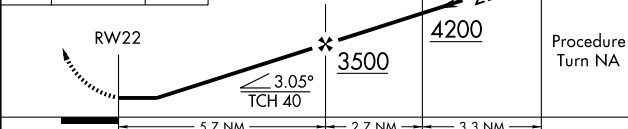
UNICOM  
**122.8 (CTAF)**



ELEV **1664**



5000  
 YELUP  
 HCH  
 TRK 248°  
 VGS1 and descent angles not coincident.  
 LOCIC  
 USICU  
 JUSTU  
 221°  
 5000  
 4200  
 3500  
 3.05°  
 TCH 40°  
 RW22  
 Procedure Turn NA



CATEGORY	A	B	C	D
LNAV MDA	1980-1	316 (400-1)		
CIRCLING	2100-1 436 (500-1)	2140-1 476 (500-1)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)

VORTAC HCH  
**117.6**  
Chan **123**

APP CRS  
**240°**

Rwy Idg  
TDZE  
Apt Elev  
**1664**

# VOR/DME RWY 22

ROCKWOOD MUNI (RKW)

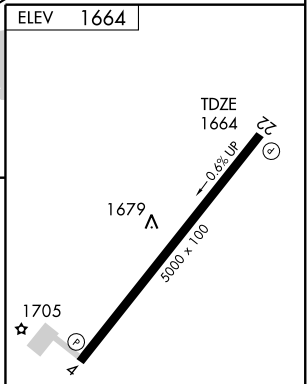
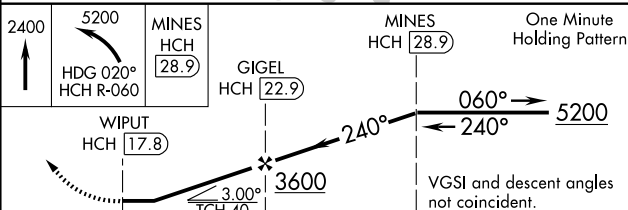
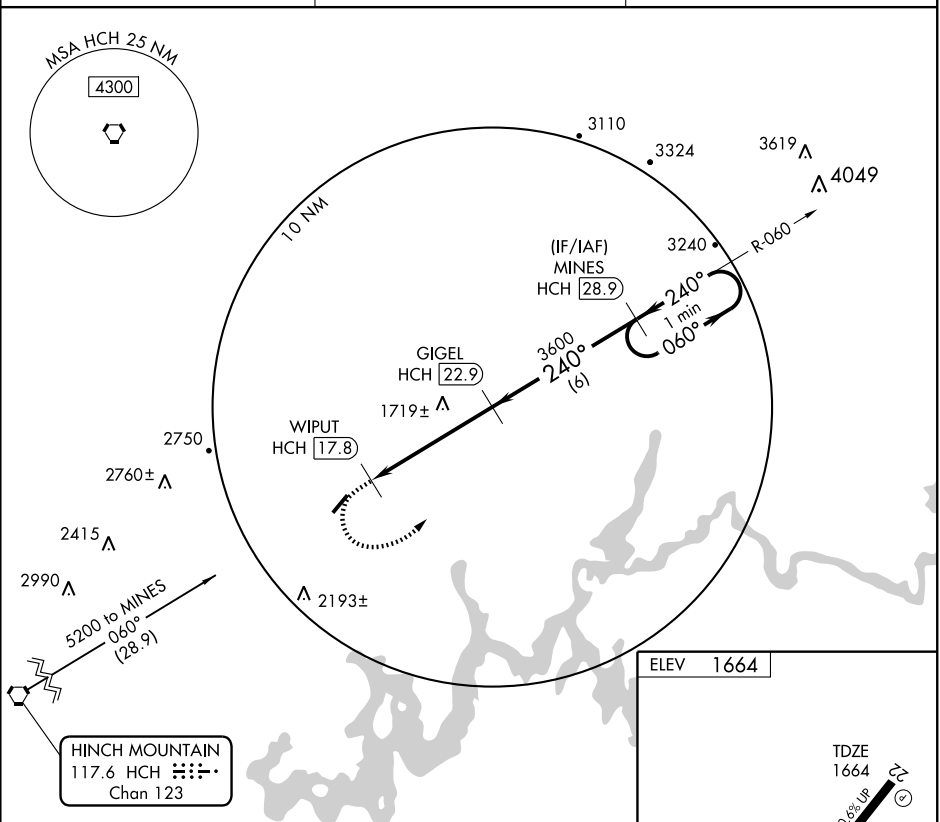
**⚠** Visibility reduction by helicopter NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, and Circling Cat. D visibility ¼ mile.

**MISSED APPROACH:** Climb to 2400 then climbing left turn to 5200 via heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3  
**118.775**

ATLANTA CENTER  
**133.6 254.3**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
S-22	2060-1¼ 396 (400-1¼)			2060-1½ 396 (400-1½)
CIRCLING	2100-1¼ 436 (500-1¼)	2140-1¼ 476 (500-1¼)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)

REIL Rwy 4 and 22  
MIRL Rwy 4-22

**ROCKWOOD MUNI** (RKW) 3 N UTC-5(-4DT) N35°55.34' W84°41.38'

1664 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 04-22: H5000X100 (ASPH) S-30, D-38 MIRL 0.6% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Trees.

RWY 22: REIL. PAPI(P2L)—GA 3.0°TCH 20'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†. CAUTION—Acft taxiing not visible from ends of rwy.

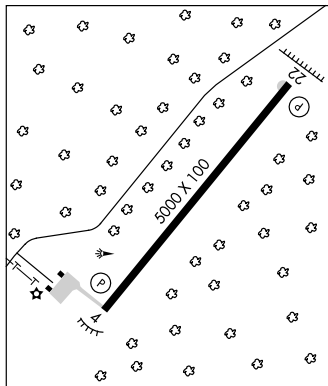
WEATHER DATA SOURCES: AWOS-3 118.775 (865) 354-9262.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 061° 16.4 NM to fld. 3040/02W. HIWAS.

**ROGERSVILLE** N36°27.36' W82°53.06' NOTAM FILE BNA.

NDB (MHW) 329 RVN at Hawkins Co. Unmonitored 2400-1200Z† daily.

CINCINNATI

L-25C

**ROGERSVILLE****HAWKINS CO** (RVN) 6 NE UTC-5(-4DT) N36°27.45' W82°53.10'

1255 B S4 FUEL 100LL NOTAM FILE BNA

RWY 07-25: H3502X75 (ASPH) S-25 MIRL 0.7% up W

RWY 07: REIL. PAPI (P4L). Trees.

RWY 25: REIL. PAPI (P4L). Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. Deer on and invof arpt.

Rwy 07 mountain ridges SE of arpt; 3118 ft within 9 miles.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ TRI CITY APP/DEP CON 119.25 (1100-0500Z†)

ATLANTA CENTER APP/DEP CON 127.85 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HNV Chan 93 N36°26.22'

W82°07.77' 276° 36.6 NM to fld. 4321/04W.

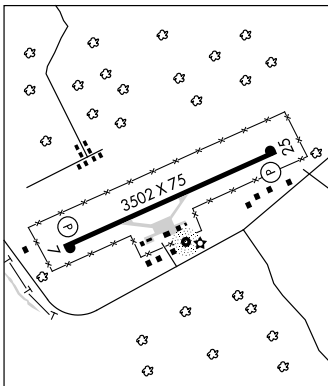
ROGERSVILLE NDB (MHW) 329 RVN N36°27.36' W82°53.06'

at fld. Unmonitored 2400-1200Z† daily.

CINCINNATI

L-25C

IAP

**ROSSVILLE****WOLF RIVER** (54M) 2 W UTC-6(-5DT) N35°03.24' W89°34.80'

310 FUEL 100LL NOTAM FILE MKL

RWY 18-36: 3106X100 (TURF)

RWY 18: Thld displcd 1000'. Trees. Rgt tfc.

RWY 36: Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Rwy 18 thld and displcd thld marked with 3' white cone edge markers.

COMMUNICATIONS: CTAF 122.9

MEMPHIS

APP CRS **068°**  
Rwy ldg **3502**  
TDZE **1255**  
Apt Elev **1255**

GPS RWY 7

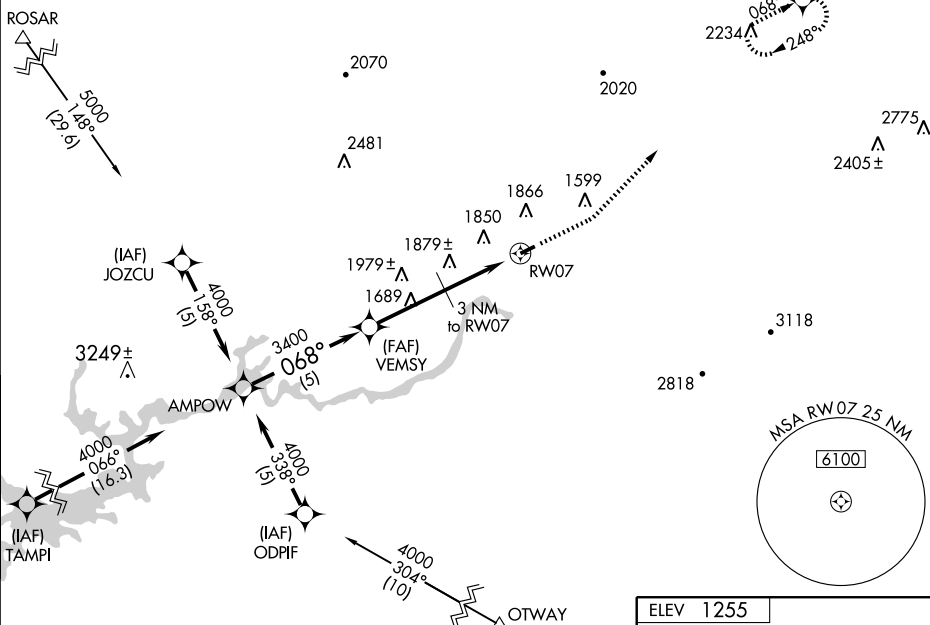
ROGERSVILLE/HAWKINS COUNTY (RVN)

▼ Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.  
▲ NA

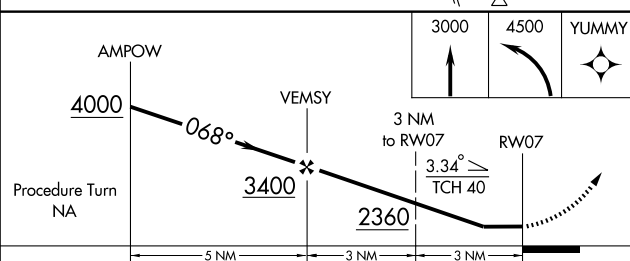
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct YUMMY WP and hold.

TRI CITY APP CON ★  
**119.25 317.5**

UNICOM  
**122.8** (CTAF)



ELEV 1255



CATEGORY	A	B	C	D
S-7	2140-1¼	885 (900-1¼)	2140-2¾ 885 (900-2¾)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2180-2¾ 925 (1000-2¾)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2220-1¼ 965 (1000-1¼)	2220-1½ 965 (1000-1½)	2220-3 965 (1000-3)	NA
CIRCLING	2260-1¼ 1005 (1100-1¼)	2260-1½ 1005 (1100-1½)	2260-3 1005 (1100-3)	NA

TDZE 1255  
3502 X 75  
0.7% UP  
068° to RW07

MIRL Rwy 7-25  
REIL Rwy 7 and 25



NDB RVN <b>329</b>	APP CRS <b>073°</b>	Rwy Idg TDZE Apt Elev	<b>3502</b> <b>1255</b> <b>1255</b>
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**NDB RWY 7**

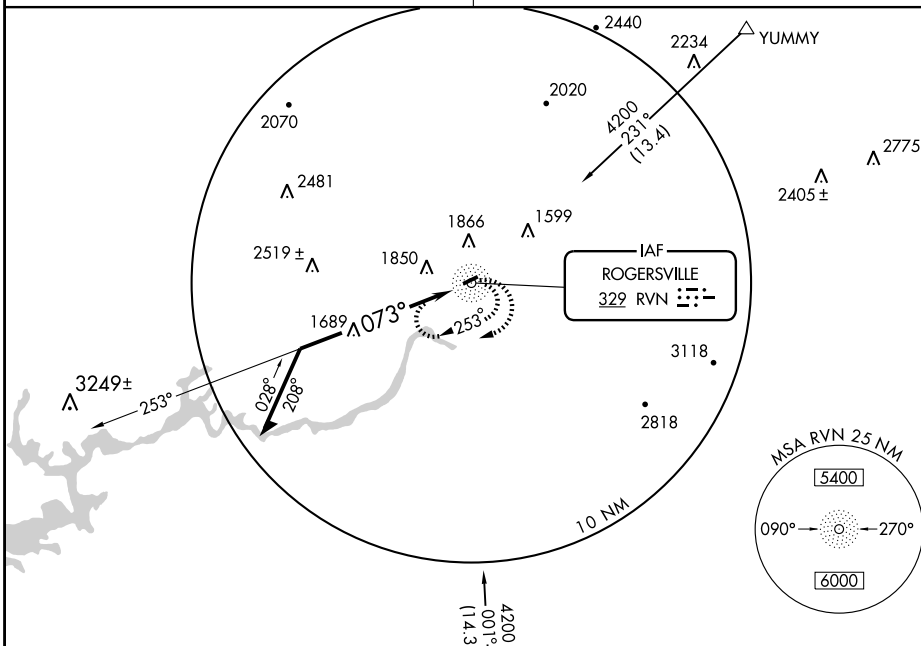
ROGERSVILLE/HAWKINS COUNTY (RVN)

▼ Obtain local altimeter setting on CTAF, if not received  
 ▲ NA use Tri-Cities Rgnl altimeter setting.  
 Procedure not authorized at night.

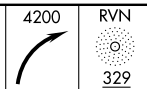
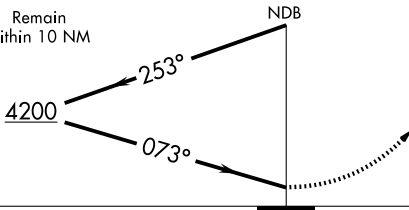
MISSED APPROACH: Climbing right turn to 4200 in  
 RVN NDB holding pattern.

TRI CITY APP CON ★  
**119.25 317.5**

UNICOM  
**122.8 (CTAF)**

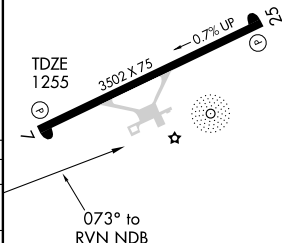


Remain  
 within 10 NM



ELEV **1255**

CATEGORY	A	B	C	D
S-7	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
CIRCLING	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA
CIRCLING	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA



MIRL Rwy 7-25  
 REIL Rwys 7 and 25

**SABRE AHP** (FORT CAMPBELL) (EOD) A 7 NW UTC-6(-5DT) N36°34.09' W87°28.85'

ST LOUIS

593 B TPA—See Remarks NOTAM FILE MKL Not insp.

L-161

RWY 05-23: H4453X109 (CONC) PCN 49 R/B/W/T HIRL 0.4% up NE

DIAP, AD

MILITARY SERVICE: LGT HIRL Pilot Controlled. FUEL J8 TRAN ALERT No tran maintenance.

**MILITARY REMARKS:** Attended Mon-Thu 1400-0600Z, Fri 1400-2200Z clsd holidays. RSTD PPR for fixed wing and civilian acft. Ctc base ops C270-798-6122 DSN 635-6122 for PPR. Emergency proficiency training and hot refuel not authorized when airfield rescue and fire fighting not on site. Mandatory brief rqr for tran crew prior use of R3701 or R3702. Ctc Eagle Advisory for briefing C270-798-2967. TFC PAT TPA-900(307) within 1 NM. Left ttc Rwy 23, fixed/wing 1700(1107). MISC Lgtd tran parking. Lgtd helipad NE Twy A. 24 hour PPR.

**WEATHER DATA SOURCES:** AWOS-3 259.425 (270) 956-3100

**COMMUNICATIONS:** CTAF 124.675 ATIS 306.5 PTD 138.7

Ⓡ CAMPBELL APP/DEP CON 134.35 307.025

TOWER 124.675 290.45 (Opr station having no specific working hours) GND CON 142.975 267.3

EAGLE RDO 265.5

EAGLE CON 128.75 (Opr 24 hrs ctc prior entry R3701, R3702, 128.75 285.625. When Sabre Twr-Flt Dispatch clsd, open-close flt plan with Campbell AAF Flt Dispatch 122.95 142.9 372.2)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKV.

CLARKESVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32' W87°24.76' 227° 4.6 NM to fld. 540/01W.

SNUFF NDB (LOM) 335 CK N36°31.62' W87°23.19' 297° 5.2 NM to fld. NOTAM FILE MKL.

ASR

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

**SAVANNAH-HARDIN CO** (SNH) 3 SE UTC-6(-5DT) N35°10.22' W88°13.00'

MEMPHIS

473 B FUEL 100LL, JET A NOTAM FILE MKL

H-6J, L-161

RWY 01-19: H5000X100 (CONC) S-45, D-60 MIRL 0.4% up S

IAP

RWY 01: VASI(V2L). Tree. RWY 19: VASI(V2L). Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z, Sun 1600-0000Z. Arpt unattended Christmas. For svc after hrs call 731-925-8670 or 731-632-9959.

**WEATHER DATA SOURCES:** AWOS-3 133.925 (731) 925-6080.

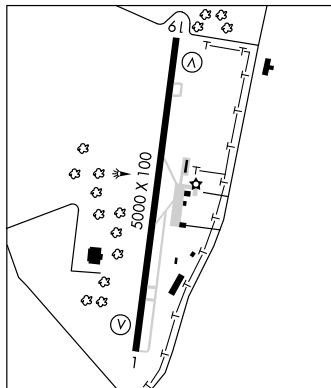
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 124.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.53' 163° 26.6 NM to fld. 630/02E.



WAAS CH <b>58212</b> <b>W01A</b>	APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>473</b> <b>473</b>
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# RNAV (GPS) RWY 1

SAVANNAH-HARDIN COUNTY (SNH)



NA

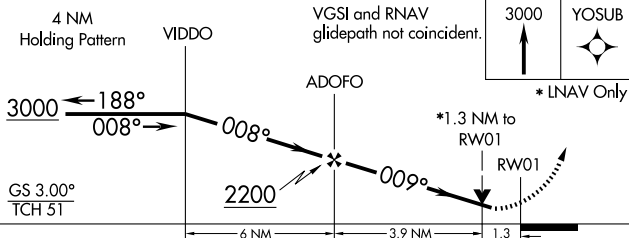
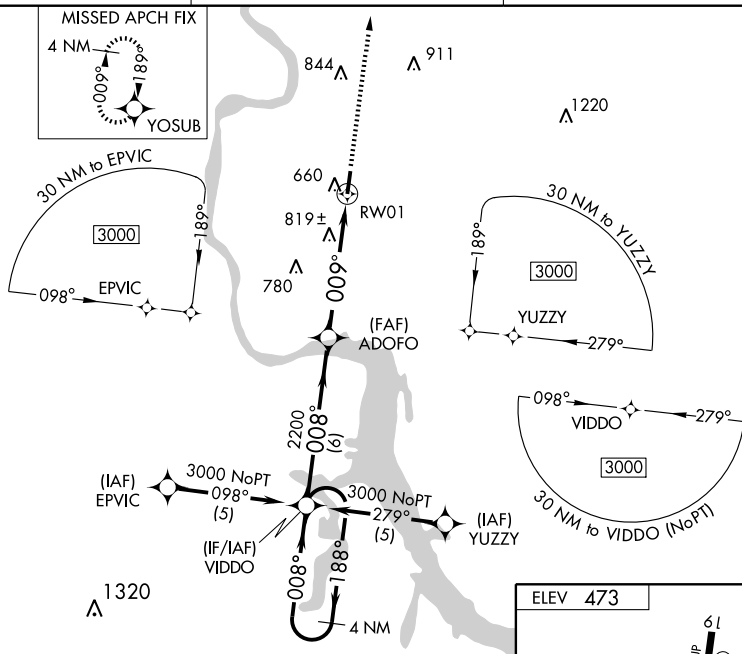
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cots. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct  
YOSUB and hold.

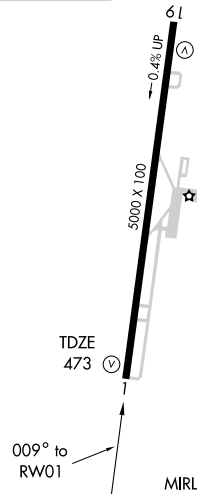
AWOS-3  
**133.925**

MEMPHIS CENTER  
**124.35 239.3**

UNICOM  
**122.8 (CTAF)**



ELEV **473**



CATEGORY	A	B	C	D
LPV DA	845-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	1188-2½	715 (800-2½)		NA
LNAV MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA

WAAS CH <b>42912</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>467</b> <b>473</b>
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# RNAV (GPS) RWY 19

## SAVANNAH-HARDIN COUNTY (SNH)

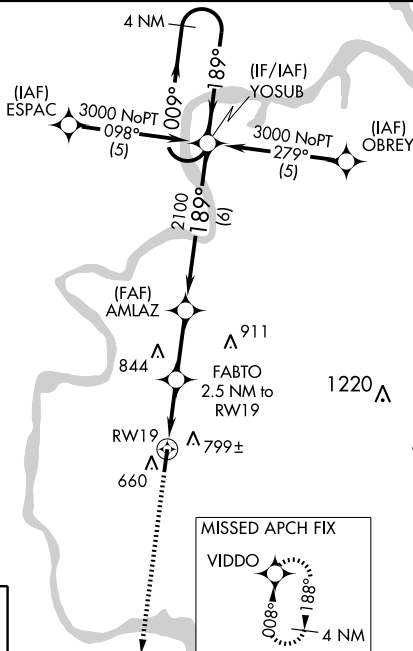
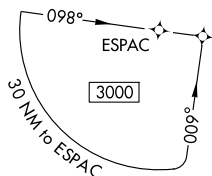
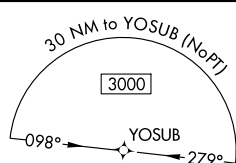
**▼** Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
VIDDO and hold.

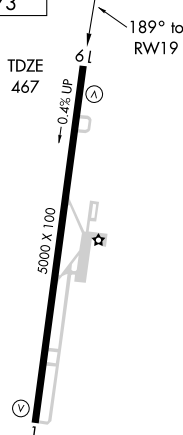
AWOS-3  
**133.925**

MEMPHIS CENTER  
**124.35 239.3**

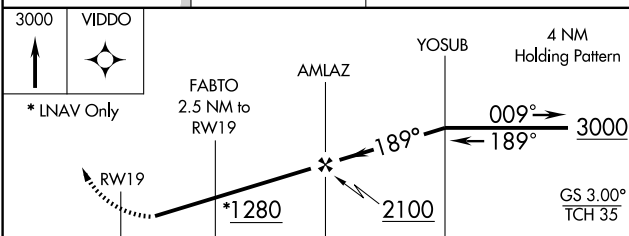
UNICOM  
**122.8 (CTAF)**



ELEV 473



MRL Rwy 1-19



CATEGORY	A	B	C	D
LPV DA	873-1½	406 (400-1½)		NA
LNAV/VNAV DA	999-2	532 (600-1)		NA
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA

VOR/DME JKS	APP CRS	Rwy Idg	<b>5000</b>
<b>109.4</b>	<b>162°</b>	TDZE	<b>467</b>
Chan <b>31</b>		Apt Elev	<b>473</b>

# VOR/DME RWY 19

## SAVANNAH-HARDIN COUNTY (SNH)

**V** If local altimeter setting not received use Muscle Shoals  
**NA** altimeter setting and increase all MDAs 120 feet.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2300 via JKS R-162 to HAPEL Int/JKS 12 DME and hold.

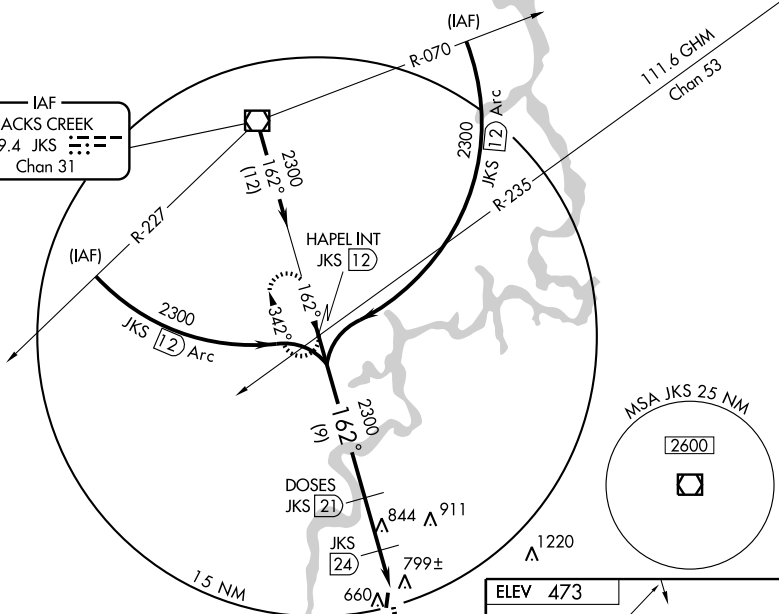
AWOS-3  
**133.925**

MEMPHIS CENTER  
**124.35 239.3**

UNICOM  
**122.8 (CTAF)**

1549  
 ▲

IAF  
 JACKS CREEK  
 109.4 JKS  
 Chan 31



ELEV 473

162° 5.2 NM  
 from FAF

6 L

TDZE  
 467

0.4% UP

5000 X 100

1

MIRL Rwy 1-19

Procedure  
 Turn NA

HAPEL INT  
 JKS 12

DOSES  
 JKS 21

1500

2300

JKS R-162  
 109.4

HAPEL INT  
 JKS 12

2300

162°

2300

JKS 24

1180\*

JKS 26.2

\*1300 when using  
 Muscle Shoals  
 altimeter setting.

9 NM

3 NM

2.2

CATEGORY	A	B	C	D
S-19	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	1060-1¾ 593 (600-1¾)
CIRCLING	1120-1 647 (700-1)		1160-2 687 (700-2)	1180-2¼ 707 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

## SELMER

**ROBERT SIBLEY** (SZY) 5 NE UTC-6(-5DT) N35°12.18' W88°29.90'

610 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 17-35: H5002X75 (ASPH) S-17, D-23 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 20'. Trees.

RWY 35: REIL. PAPI(P4L). Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1600-2100Z†. For arpt attendant and svc other times call 731-645-2287/3014. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.425 (731) 645-8184.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ MEMPHIS CENTER APP/DEP CON 124.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACK CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

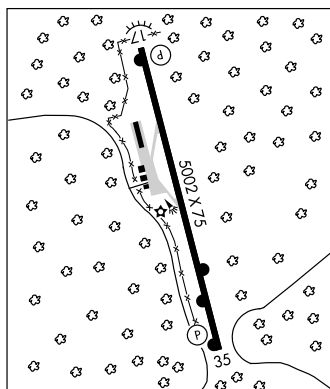
W88°21.53' 194° 24.7 NM to fld. 630/02E.

SIBLEY NDB (MHW) 386 SZY N35°14.22' W88°30.96' 156°  
2.2 NM to fld.

MEMPHIS

H-61, L-161

IAP



## SEVIERVILLE

**GATLINBURG-PIGEON FORGE** (GKT) 2 SE UTC-5(-4DT) N35°51.47' W83°31.72'

1014 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 10-28: H5506X75 (ASPH) S-40, D-54 MIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 28: REIL. PAPI(P4L)—GA 4.0° TCH 40'. Thld displcd 339'. Hill.

**AIRPORT REMARKS:** Attended dailt hrs. Rwy 10 PAEW NW side. Deer on and invof arpt. MIRL Rwy 10-28 preset low ints, to increase ints ACTIVATE—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 126.875 (865) 429-5401. Wind unreliable 290°-340°.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ KNOXVILLE APP/DEP CON 132.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TYS.

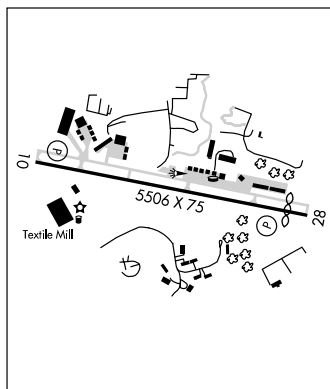
VOLUNTEER (H) VORTAC 116.4 VVX Chan 111 N35°54.29'

W83°53.68' 102° 18.1 NM to fld. 1290/03W. HIWAS.

ATLANTA

H-9B, 126, L-25B

IAP



## SEWANEES

**FRANKLIN CO** (UOS) 1 E UTC-6(-5DT) N35°12.31' W85°53.89'

1953 B FUEL 100LL NOTAM FILE BNA

RWY 06-24: H3700X50 (ASPH) S-15, D-25 MIRL 0.9% up NE

RWY 06: PAPI(P2L). Trees.

RWY 24: PAPI(P2L). Thld displcd 200'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Deer on and invof rwy. Rwy 06 effective gradient up 0.9%. Portion exceeds 1.8%. ACTIVATE MIRL Rwy 06-24 and PAPI Rwy 06 and Rwy 24—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 130° 34.1 NM to fld. 814/01W.

ATLANTA

L-25A

**SEWART** N35°57.41' W86°27.83' NOTAM FILE BNA.

NDB (MHW) 391 SWZ 321° 4.2 NM to Smyrna. Unmonitored 0100-1300Z†.

ATLANTA

L-16J

**SHELBYVILLE** N35°33.72' W86°26.35' NOTAM FILE BNA.

(L) VOR/DME 109.0 SYI Chan 27 at Bomar Fld-Shelbyville Muni. 814/1W.

RCO 122.1R 109.0T (NASHVILLE RADIO)

ATLANTA

H-6K, 9A, L-16J

WAAS  
CH **40408**  
**W17A**

APP CRS  
**165°**

Rwy Idg  
TDZE  
Apt Elev

**5002**  
**607**  
**610**

# RNAV (GPS) RWY 17

SELMER/ROBERT SIBLEY (SZY)

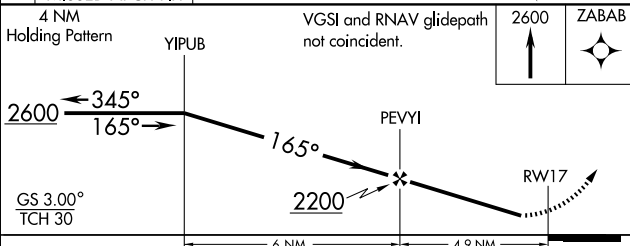
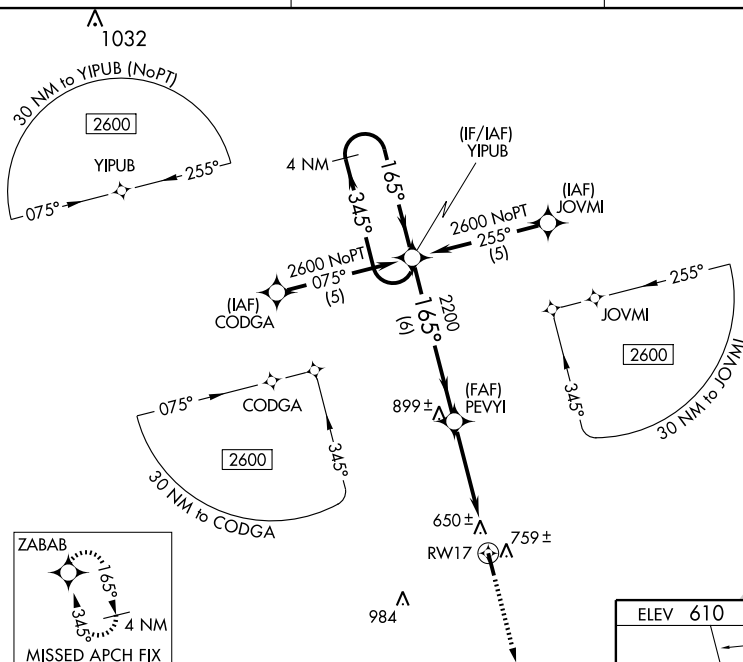
**NA** When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibilities ¼ mile, and LNAV Cat. D visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2600 direct ZABAB and hold.

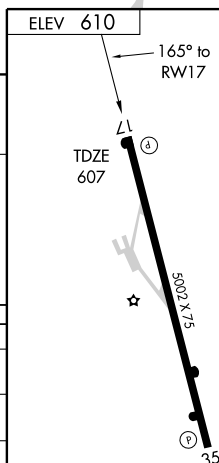
AWOS-3  
**118.425**

MEMPHIS CENTER  
**124.35 239.3**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)	1020-1¼ 413 (500-1¼)		
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)



REIL Rwy 35  
MIRL Rwy 17-35 0

WAAS CH <b>86608</b> <b>W35A</b>	APP CRS <b>345°</b>	Rwy Idg <b>5002</b> TDZE <b>610</b> Apt Elev <b>610</b>
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## RNAV (GPS) RWY 35

SELMER/ROBERT SIBLEY (SZY)



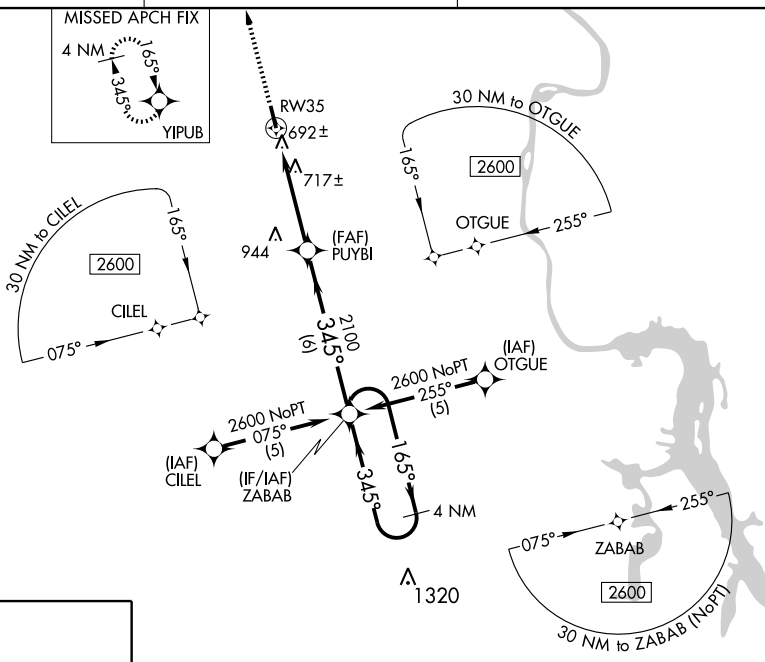
ANA

When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cats, and LNAV Cats. C and D visibilities  $\frac{1}{4}$  mile, and LNAV/VNAV all Cats. visibility  $\frac{1}{2}$  mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-16^{\circ}\text{C}$  ( $4^{\circ}\text{F}$ ) or above  $47^{\circ}\text{C}$  ( $116^{\circ}\text{F}$ ). DME/DME RNP-0.3 NA.

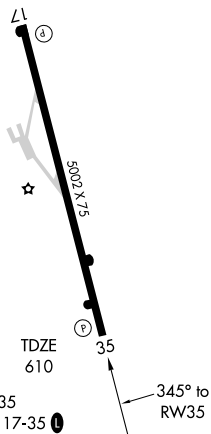
**MISSED APPROACH:** Climb to 2600 direct YIPUB and hold.

AWOS-3  
118,425

MEMPHIS CENTER  
124.35 239.3

UNICOM  
122.7 (CTAF) **L**

ELEV 610



2600

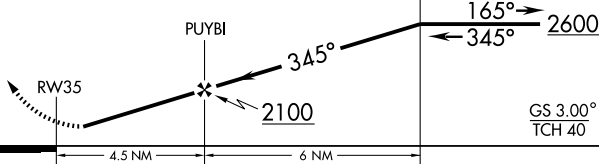


YIPUN



VGSI and RNAV glidepath not coincident.

\_\_\_\_\_

4 NM  
Holding Pattern

CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/ VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

SELMER, TENNESSEE  
Orig 08269

35° 12' N-88° 30' W

SELMER/ROBERT SIBLEY (SZY)

RNAV (GPS) RWY 35

SE-1. 21 OCT 2010 to 18 NOV 2010



VOR/DME JKS <b>109.4</b> Chan <b>31</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>610</b>
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# VOR/DME-A

SELMER/ROBERT SIBLEY (SZY)

**▼** Obtain local altimeter setting on CTAF; when not received, use Jackson altimeter setting.

**▲** NA

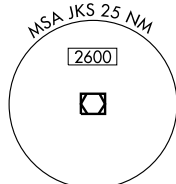
**MISSED APPROACH:** Climbing right turn to 3000 via JKS R-194 to PURDE/19.3 DME and hold.

AWOS-3  
**118.425**

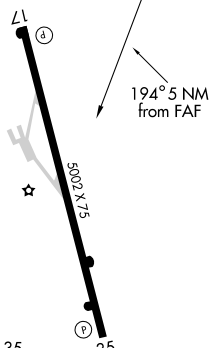
MEMPHIS CENTER  
**124.35 239.3**

UNICOM  
**122.7 (CTAF) 0**

**▲**  
1032

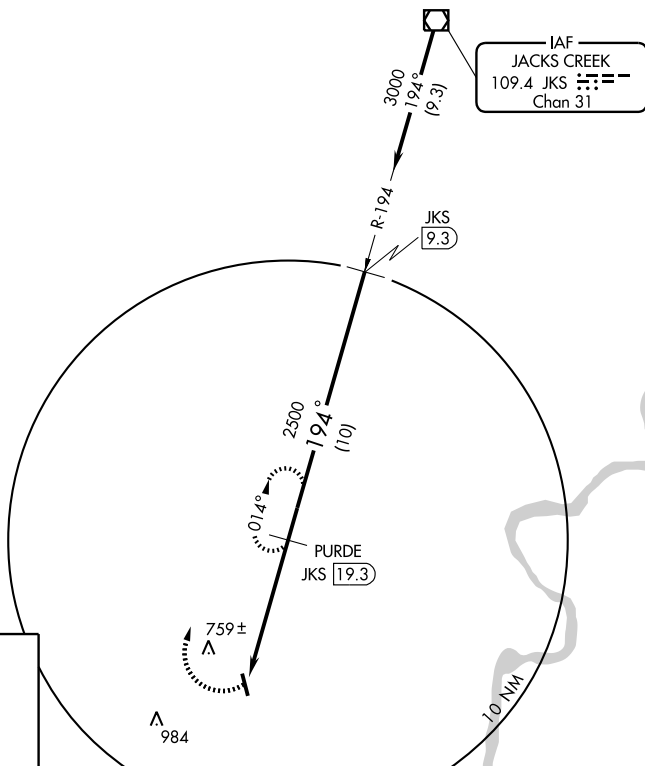


ELEV 610



REIL Rwy 35  
MIRL Rwy 17-35 **0**

Knots	60	90	120	150	180
Min:Sec					



	3000 JKS R-194 109.4	PURDE JKS 19.3	PURDE JKS 19.3	JKS 9.3	3000	Procedure Turn NA
	5 NM	10 NM				
CATEGORY	A	B	C	D		
CIRCLING	1060-1 450 (500-1)	1080-1¼ 470 (500-1¼)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)		
JACKSON ALTIMETER SETTING MINIMUMS						
CIRCLING	1160-1 550 (600-1)	1180-1¼ 570 (600-1¼)	1180-1½ 570 (600-1½)	1180-2 570 (600-2)		

SELMER, TENNESSEE  
Orig 08269

35°12'N-88°30'W

SELMER/ROBERT SIBLEY (SZY)  
**VOR/DME-A**

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

## SELMER

**ROBERT SIBLEY** (SZY) 5 NE UTC-6(-5DT) N35°12.18' W88°29.90'

610 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 17-35: H5002X75 (ASPH) S-17, D-23 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 20'. Trees.

RWY 35: REIL. PAPI(P4L). Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1600-2100Z†. For arpt attendant and svc other times call 731-645-2287/3014. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.425 (731) 645-8184.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ MEMPHIS CENTER APP/DEP CON 124.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACK CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

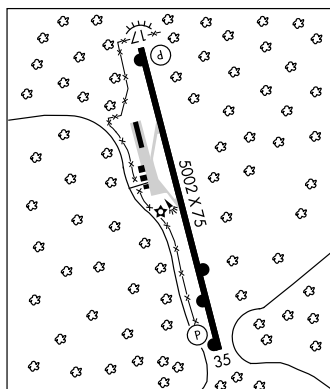
W88°21.53' 194° 24.7 NM to fld. 630/02E.

SIBLEY NDB (MHW) 386 SZY N35°14.22' W88°30.96' 156°  
2.2 NM to fld.

MEMPHIS

H-61, L-161

IAP



## SEVIERVILLE

**GATLINBURG-PIGEON FORGE** (GKT) 2 SE UTC-5(-4DT) N35°51.47' W83°31.72'

1014 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 10-28: H5506X75 (ASPH) S-40, D-54 MIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 28: REIL. PAPI(P4L)—GA 4.0° TCH 40'. Thld displcd 339'. Hill.

**AIRPORT REMARKS:** Attended dailgt hrs. Rwy 10 PAEW NW side. Deer on and invof arpt. MIRL Rwy 10-28 preset low ints, to increase ints ACTIVATE—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 126.875 (865) 429-5401. Wind unreliable 290°-340°.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ KNOXVILLE APP/DEP CON 132.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TYS.

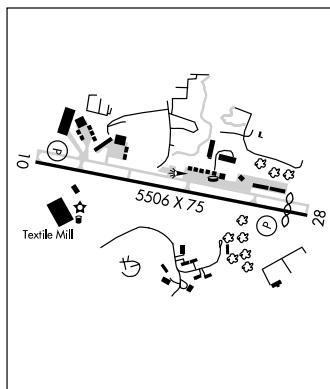
VOLUNTEER (H) VORTAC 116.4 VVX Chan 111 N35°54.29'

W83°53.68' 102° 18.1 NM to fld. 1290/03W. HIWAS.

ATLANTA

H-9B, 126, L-25B

IAP



## SEWANEES

**FRANKLIN CO** (UOS) 1 E UTC-6(-5DT) N35°12.31' W85°53.89'

1953 B FUEL 100LL NOTAM FILE BNA

RWY 06-24: H3700X50 (ASPH) S-15, D-25 MIRL 0.9% up NE

RWY 06: PAPI(P2L). Trees.

RWY 24: PAPI(P2L). Thld displcd 200'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Deer on and invof rwy. Rwy 06 effective gradient up 0.9%. Portion exceeds 1.8%. ACTIVATE MIRL Rwy 06-24 and PAPI Rwy 06 and Rwy 24—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 130° 34.1 NM to fld. 814/01W.

ATLANTA

L-25A

**SEWART** N35°57.41' W86°27.83' NOTAM FILE BNA.

NDB (MHW) 391 SWZ 321° 4.2 NM to Smyrna. Unmonitored 0100-1300Z†.

ATLANTA

L-16J

**SHELBYVILLE** N35°33.72' W86°26.35' NOTAM FILE BNA.

(L) VOR/DME 109.0 SYI Chan 27 at Bomar Fld-Shelbyville Muni. 814/1W.

RCO 122.1R 109.0T (NASHVILLE RADIO)

ATLANTA

H-6K, 9A, L-16J

WAAS CH <b>99510</b> <b>W10A</b>	APP CRS <b>102°</b>	Rwy Idg TDZE Apt Elev	<b>5506</b> <b>1014</b> <b>1014</b>
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## RNAV (GPS) RWY 10

SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)



NA

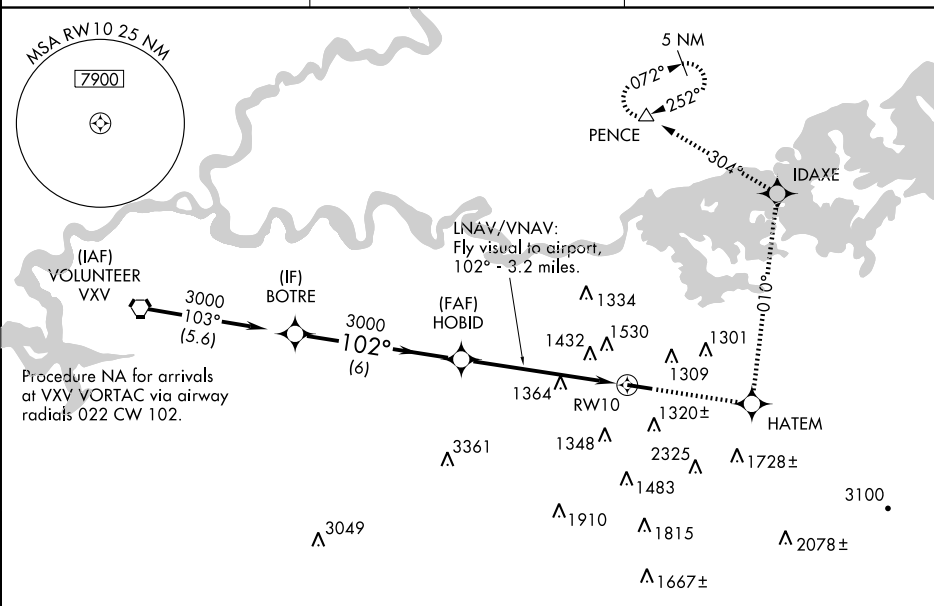
When local altimeter setting not received, use Knoxville altimeter setting and increase all DA/MDA 60 feet, LPV all Cats. visibility  $\frac{1}{4}$  mile, LNAV and Circling Cats. C and D visibility  $\frac{1}{4}$  mile. Baro-VNAV NA when using Knoxville altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

AWOS-3  
**126.875**

KNOXVILLE APP CON  
**132.8 360.8**

UNICOM  
**123.0 (CTAF) 0**

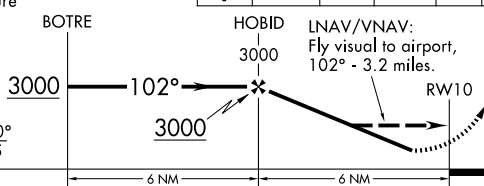


Procedure NA for arrivals at VXV VORTAC via airway radials 022 CW 102.

VGSI and RNAV glidepath not coincident.

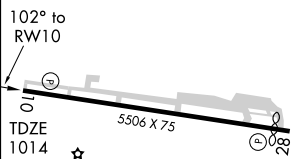
4000	HATEM	TRK 010°	IDAXE	TRK 304°	PENCE
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Procedure  
Turn  
NA



GS 3.00°  
TCH 45

ELEV 1014



CATEGORY	A	B	C	D
LPV DA	1371-1¼		357 (400-1¼)	
LNAV/VNAV DA	2013-2	999 (1000-2)	2013-3	999 (1000-3)
LNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwy 10 and 28  
MIRL Rwy 10-28 0

VORTAC VXV <b>116.4</b> Chan <b>111</b>	APP CRS <b>102°</b>	Rwy Idg TDZE Apt Elev <b>1014</b>
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**VOR/DME RWY 10**

SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)

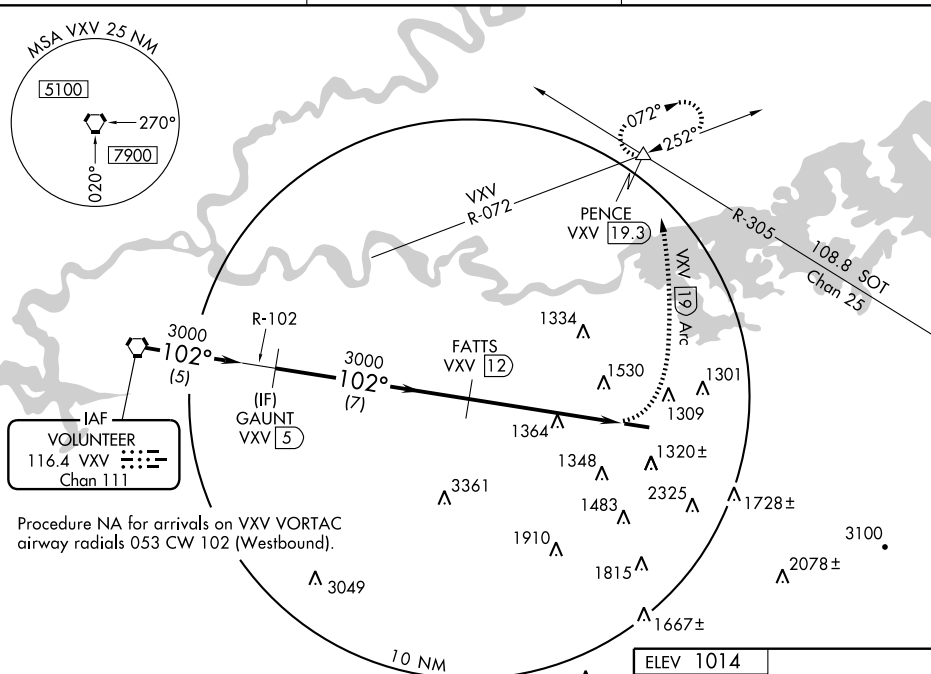
▼ When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 60 feet and Cats. A, C and D visibilities ¼ mile.  
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 via VXV 19 DME Arc to PENCE Int and hold.

AWOS-3  
**126.875**

KNOXVILLE APP CON  
**132.8 360.8**

UNICOM  
**123.0 (CTAF) 0**

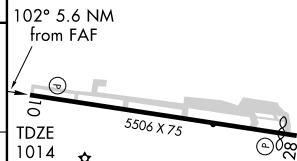
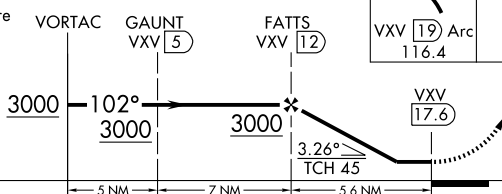


Procedure NA for arrivals on VXV VORTAC airway radials 053 CW 102 (Westbound).

ELEV 1014

VGSI and descent angles not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwy 10 and 28  
MIRL Rwy 10-28 0

## SHELBYVILLE

BOMAR FLD—SHELBYVILLE MUNI (SYI) 4 N UTC−6(−5DT) N35°33.56' W86°26.55'

801 B S4 FUEL 100LL, JET A+ NOTAM FILE BNA

RWY 18–36: H5503X100 (ASPH) S–42, D–49, 2D–75 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 21'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 21'.

AIRPORT REMARKS: Attended 1300–0100Z†. For attendant after hrs call 931–857–0375. Unattended Thanksgiving and Christmas. MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (931) 685–4723.

COMMUNICATIONS: CTAF/UNICOM 122.8

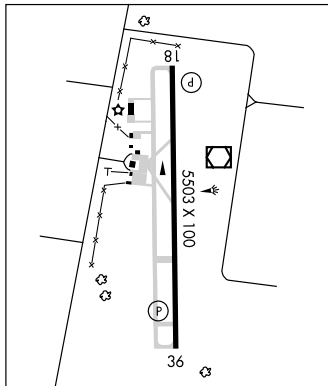
SHELBYVILLE RCO 122.1R 109.0T (NASHVILLE RADIO)

MEMPHIS CENTER APP/DEP CON 126.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' at fld. 814/01W.

ATLANTA  
H–6K, 9A, L–16J  
IAP



SIBLEY N35°14.22' W88°30.96' NOTAM FILE MKL.

NDB (MHW) 386 SZY 156° 2.2 NM to Robert Sibley.

MEMPHIS  
L–16I

SMITHVILLE MUNI (ØA3) 3 NE UTC−6(−5DT) N35°59.12' W85°48.56'

1084 B NOTAM FILE BNA

RWY 06–24: H4107X75 (ASPH) S–25, D–37 MIRL

RWY 06: REIL. PAPI(P2L). Thld dspcd 150'. Trees.

RWY 24: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Tue–Sat 1400–2300Z†, CLOSED Sun and Mon.

COMMUNICATIONS: CTAF/UNICOM 122.8

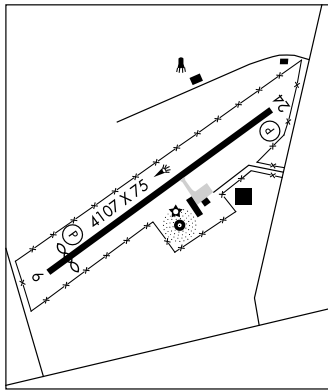
MEMPHIS CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 289° 42.3 NM to fld. 3040/02W. HIWAS.

HURRICANE NDB (MHW) 256 SKN N35°59.04' W85°48.49' at fld. NOTAM FILE BNA.

ATLANTA  
L–25A  
IAP



WAAS CH <b>50407</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg TDZE Apt Elev	<b>5503</b> <b>800</b> <b>801</b>
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## RNAV (GPS) RWY 18

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

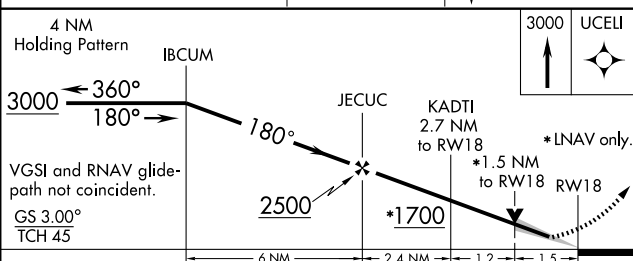
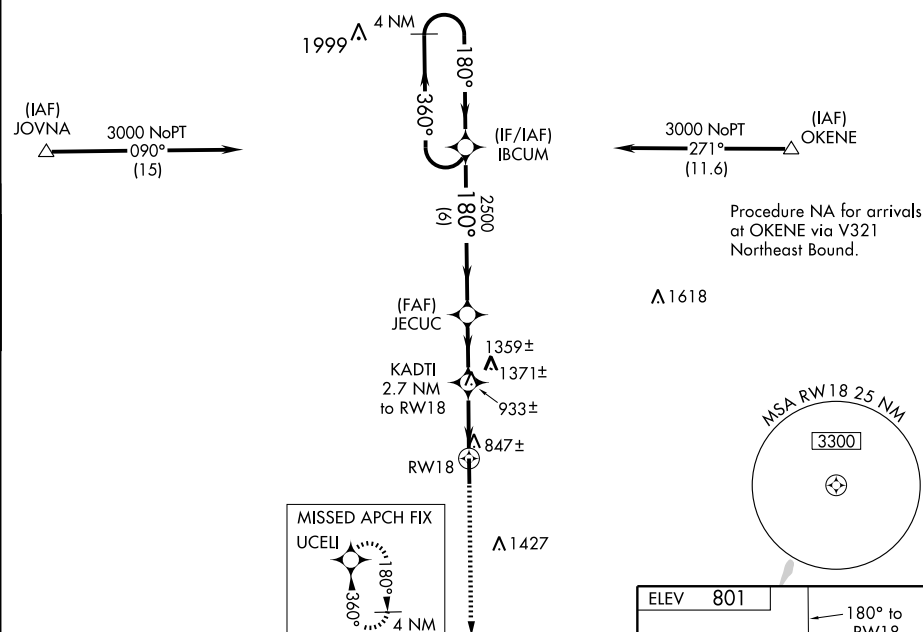
When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats. visibility  $\frac{1}{2}$  mile, LNAV/VNAV all Cats. visibility  $\frac{1}{4}$  mile, LNAV and Circling Cat. C and D visibility  $\frac{1}{4}$  mile. Baro-VNAV NA when using Tullahoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct  
UCELI and hold.

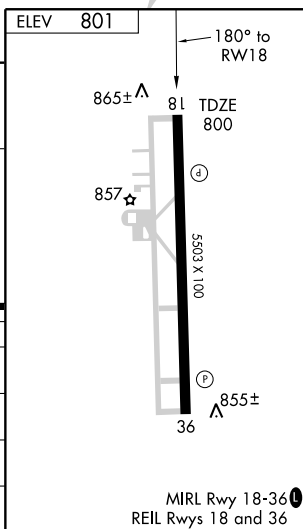
AWOS-3  
**119.275**

MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1050- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			
LNAV/VNAV DA	1316-1 $\frac{3}{4}$ 516 (600-1 $\frac{3}{4}$ )			
LNAV MDA	1280-1 480 (500-1)	1280-1 $\frac{1}{4}$ 480 (500-1 $\frac{1}{4}$ )	1280-1 $\frac{1}{2}$ 480 (500-1 $\frac{1}{2}$ )	
CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1420-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$ )	1440-2 639 (700-2)



SHELBYVILLE, TENNESSEE

Orig 10098

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

35° 34'N-86° 27'W

RNAV (GPS) RWY 18

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS  
**015°**

Rwy Idg **5503**  
TDZE **801**  
Apt Elev **801**

# RNAV (GPS) Y RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

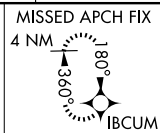
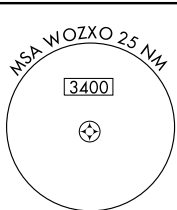
**⚠** When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct KUGCE and via 358° track to IBCUM and hold.

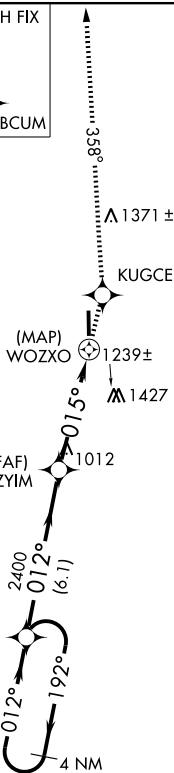
AWOS-3  
**119.275**

MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**122.8 (CTAF) ①**



Λ 1618

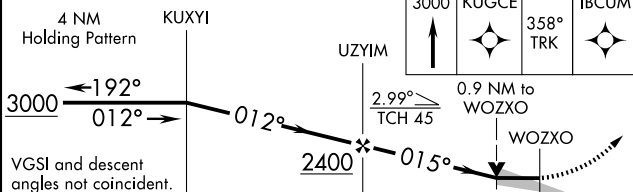
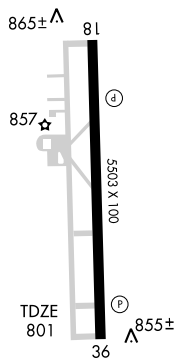


NoPT for arrival at KUXYI  
via V321 Northbound.



1753 Λ

ELEV 801



CATEGORY	A	B	C	D
LNVA MDA	1260-1	459 (500-1)	1260-1¼	459 (500-1¼)
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

MIRL Rwy 18-36 ①  
REIL Rws 18 and 36

WAAS CH <b>97607</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE <b>801</b> Apt Elev <b>801</b>
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**RNAV (GPS) Z RWY 36**

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

**▼** When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

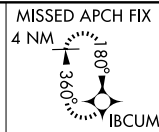
**MISSED APPROACH:**  
Climb to 3000 direct IBCUM and hold.

AWOS-3  
**119.275**

MEMPHIS CENTER

**126.75 353.5**

UNICOM  
**122.8 (CTAF) 0**

**Δ 1618****Δ 1371 ±**

RW36

**Δ 1427**(FAF)  
JUSBU

(6.1)

360°

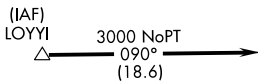
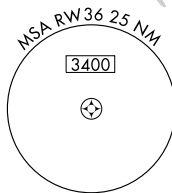
2400

(IF/IAF)  
UCELI

360°

180°

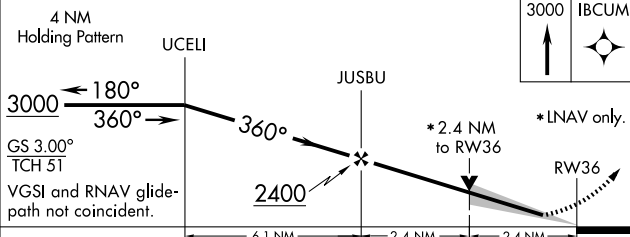
4 NM



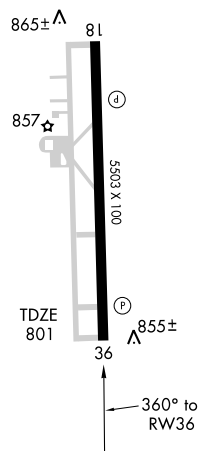
Procedure NA for arrivals  
at ATWUS via V321  
Southbound.



ELEV **801** MRL Rwy 18-36 **0**  
REIL Rws 18 and 36



CATEGORY	A	B	C	D
LPV DA	1051-¾ 250 (300-¾)			
LNAV MDA	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)
CIRCLING	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)





VOR/DME SYI	APP CRS	Rwy Idg	5503
Chan 27	160°	TDZE	799
		Apt Elev	800

## VOR/DME RWY 18

SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

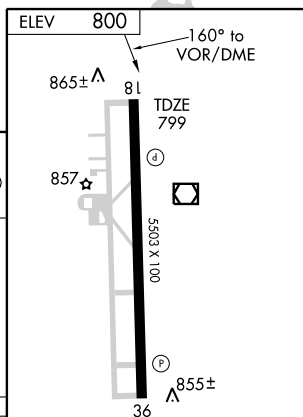
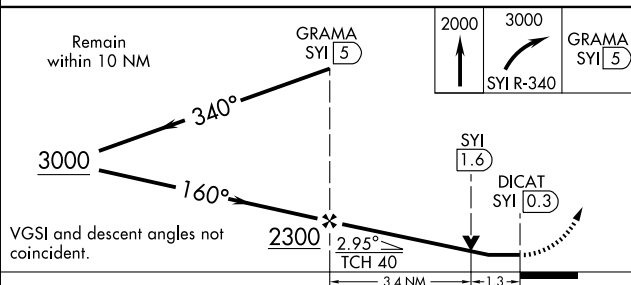
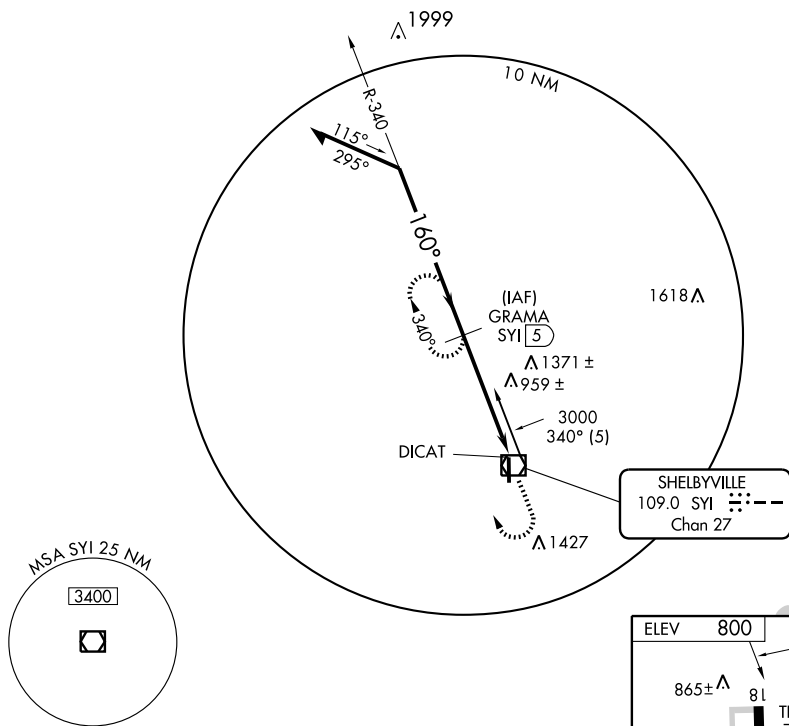
▼ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cat C visibility ¼ mile, Cat D ½ mile.  
 ▲ NA VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3  
119.275

MEMPHIS CENTER  
126.75 353.5

UNICOM  
122.8 (CTAF) ①



CATEGORY	A	B	C	D
S-18	1220-1	421 (500-1)	1220-1¼	421 (500-1¼)
CIRCLING	1260-1 460 (500-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

MIRL Rwy 18-36 ①  
REIL Rwy 18 and 36

VOR/DME SYI  
**109.0**  
Chgn **27**

APP CRS  
152°

Rwy Idg	5503
TDZE	799
Apt Elev	800

VOR RWY 18

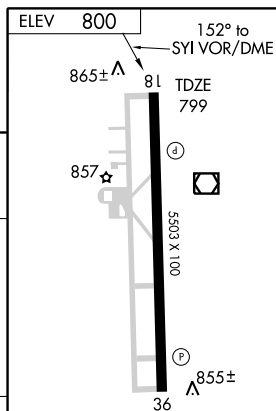
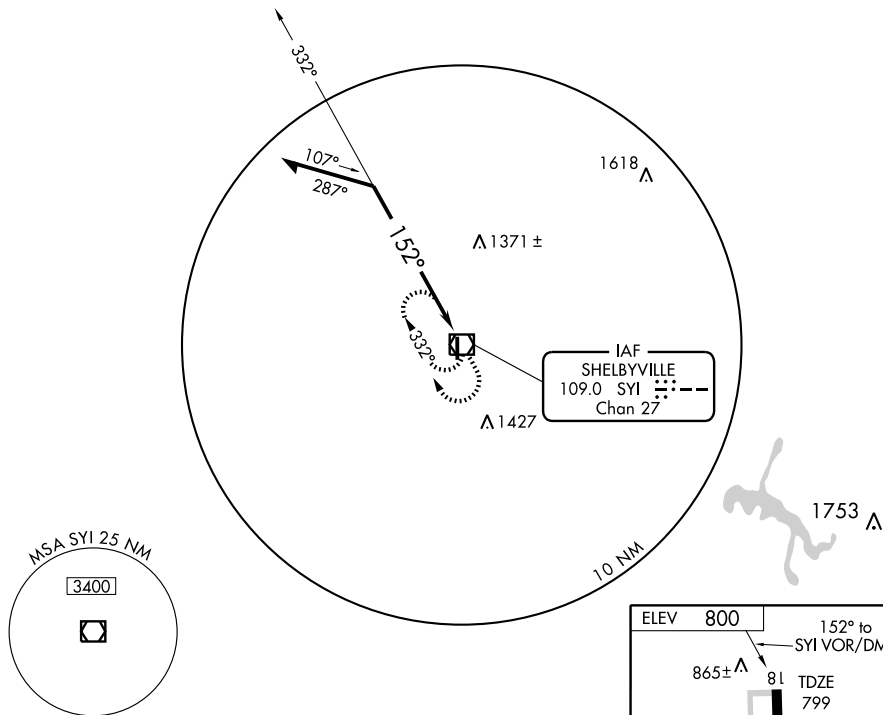
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)



**MISSED APPROACH:** Climbing right turn to 2800 in SYI VOR/DME holding pattern.

AWOS-3  
119,275

MEMPHIS CENTER  
126.75 353.5

UNICOM  
122.8 (CTAF) **L**

MIRL Rwy 18-36 **L**  
REIL Rwys 18 and 36

SHELBYVILLE, TENNESSEE  
Amdt 5A 10098

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

35°34'N-86°27'W

VOR RWY 18

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

VOR/DME SYI  
**109.0**  
 Chan **27**

APP CRS  
**016°**

Rwy Idg **5503**  
 TDZE **801**  
 Apt Elev **801**

# VOR RWY 36

## SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

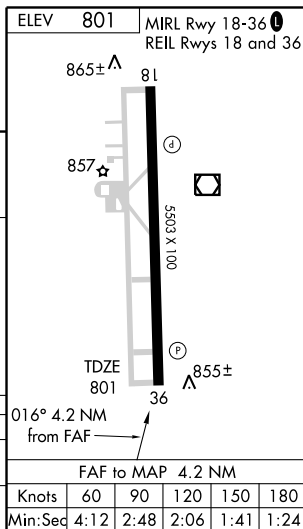
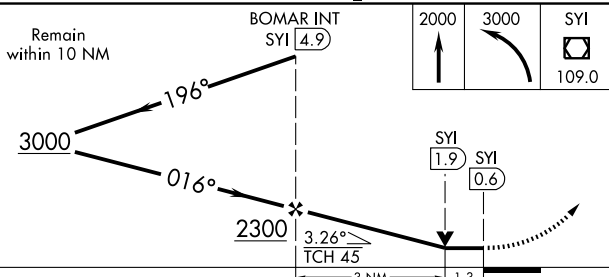
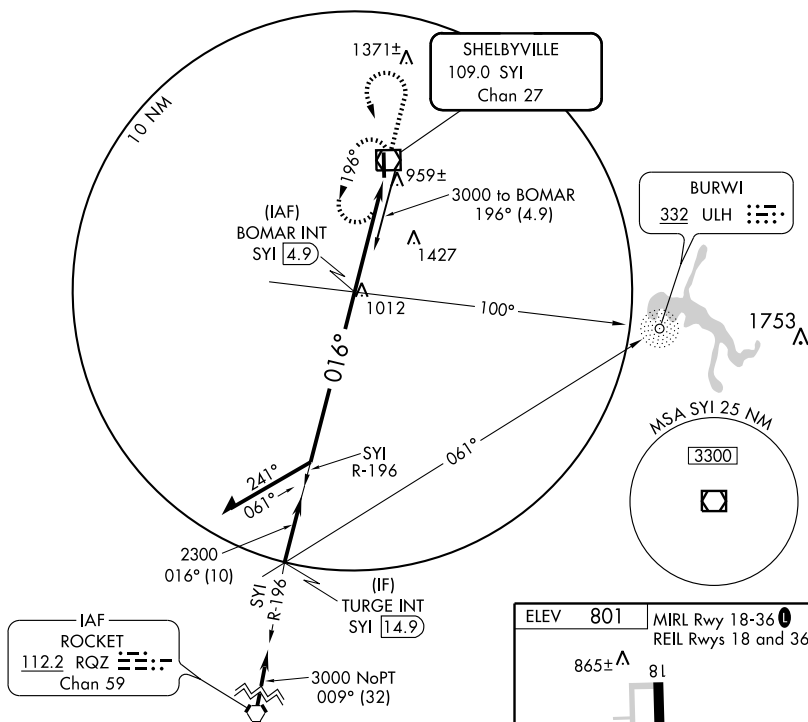
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, S-36 Cat D visibility  $\frac{1}{4}$ , and Circling Cat C and D visibility  $\frac{1}{4}$ . VDP NA when using Tullahoma altimeter setting.  
 ADF or DME Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3  
**119.275**

MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-36	1220-1 419 (500-1)		1220-1 $\frac{1}{4}$ 419 (500-1 $\frac{1}{4}$ )	
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$ )	1440-2 639 (700-2)

SHELBYVILLE, TENNESSEE

Amdt 16 10098

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

35° 34' N-86° 27' W

# VOR RWY 36

## SHELBYVILLE

BOMAR FLD—SHELBYVILLE MUNI (SYI) 4 N UTC−6(−5DT) N35°33.56' W86°26.55'

801 B S4 FUEL 100LL, JET A+ NOTAM FILE BNA

RWY 18–36: H5503X100 (ASPH) S–42, D–49, 2D–75 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 21'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 21'.

AIRPORT REMARKS: Attended 1300–0100Z†. For attendant after hrs call 931–857–0375. Unattended Thanksgiving and Christmas. MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (931) 685–4723.

COMMUNICATIONS: CTAF/UNICOM 122.8

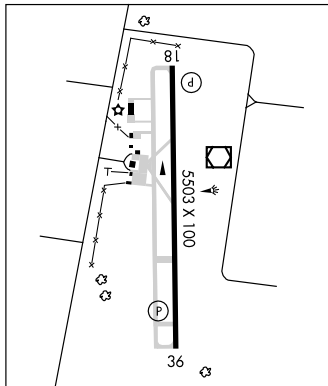
SHELBYVILLE RCO 122.1R 109.0T (NASHVILLE RADIO)

MEMPHIS CENTER APP/DEP CON 126.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' at fld. 814/01W.

ATLANTA  
H–6K, 9A, L–16J  
IAP



SIBLEY N35°14.22' W88°30.96' NOTAM FILE MKL.

NDB (MHW) 386 SZY 156° 2.2 NM to Robert Sibley.

MEMPHIS  
L–16I

SMITHVILLE MUNI (ØA3) 3 NE UTC−6(−5DT) N35°59.12' W85°48.56'

1084 B NOTAM FILE BNA

RWY 06–24: H4107X75 (ASPH) S–25, D–37 MIRL

RWY 06: REIL. PAPI(P2L). Thld dspcd 150'. Trees.

RWY 24: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Tue–Sat 1400–2300Z†, CLOSED Sun and Mon.

COMMUNICATIONS: CTAF/UNICOM 122.8

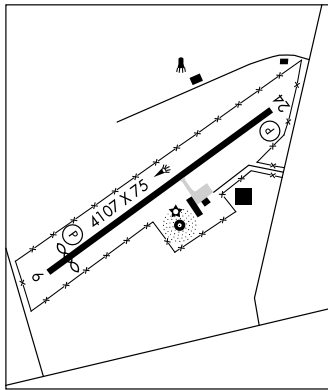
MEMPHIS CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86' W84°58.71' 289° 42.3 NM to fld. 3040/02W. HIWAS.

HURRICANE NDB (MHW) 256 SKN N35°59.04' W85°48.49' at fld. NOTAM FILE BNA.

ATLANTA  
L–25A  
IAP



APP CRS  
**062°**Rwy ldg **3957**  
TDZE **1080**  
Apt Elev **1084****RNAV (GPS) RWY 6**

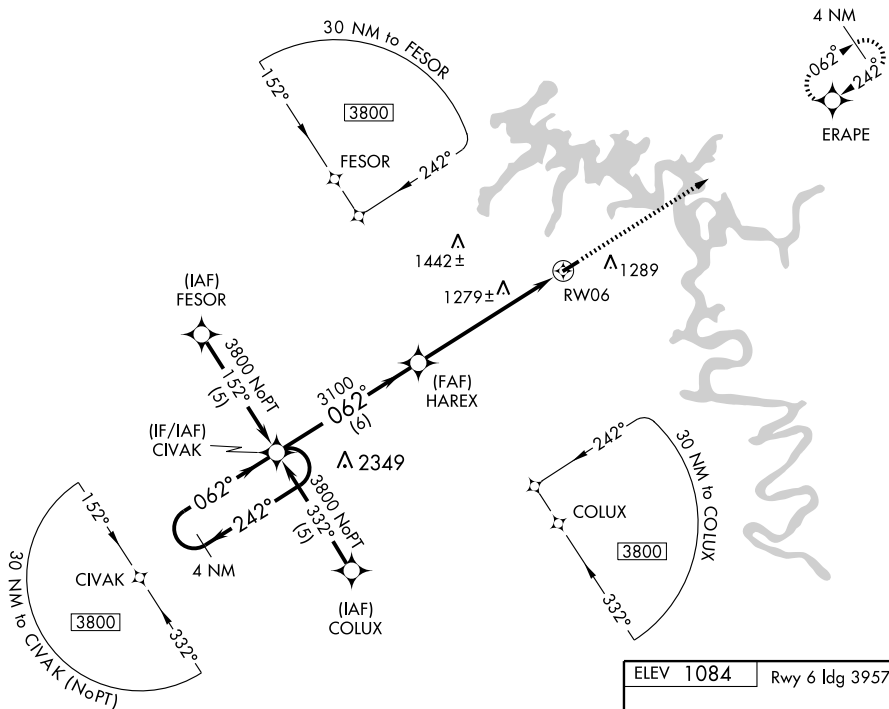
SMITHVILLE MUNI (0A3)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

MEMPHIS CENTER  
**132.1 263.1**

UNICOM  
**122.8 (CTAF)**



ELEV 1084

Rwy 6 ldg 3957'

4 NM  
 Holding Pattern

CIVAK

HAREX

3800 ERAPE

1133±

4107 X 75

TDZE 1080

062° to RWY 06

3800 ← 242°  
 062° →

VGSI and descent angles  
 not coincident.

3100  
 3.05°  
 TCH 40

RWY 06

6 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1580-1	500 (500-1)	1580-1¼ 500 (500-1¼)	NA
CIRCLING	1680-1	596 (600-1)	1680-1½ 596 (600-1½)	NA

REIL Rwy 6 and 24  
 MRL Rwy 6-24

APP CRS **242°**  
 Rwy Idg **4107**  
 TDZE **1084**  
 Apt Elev **1084**

# RNAV (GPS) RWY 24

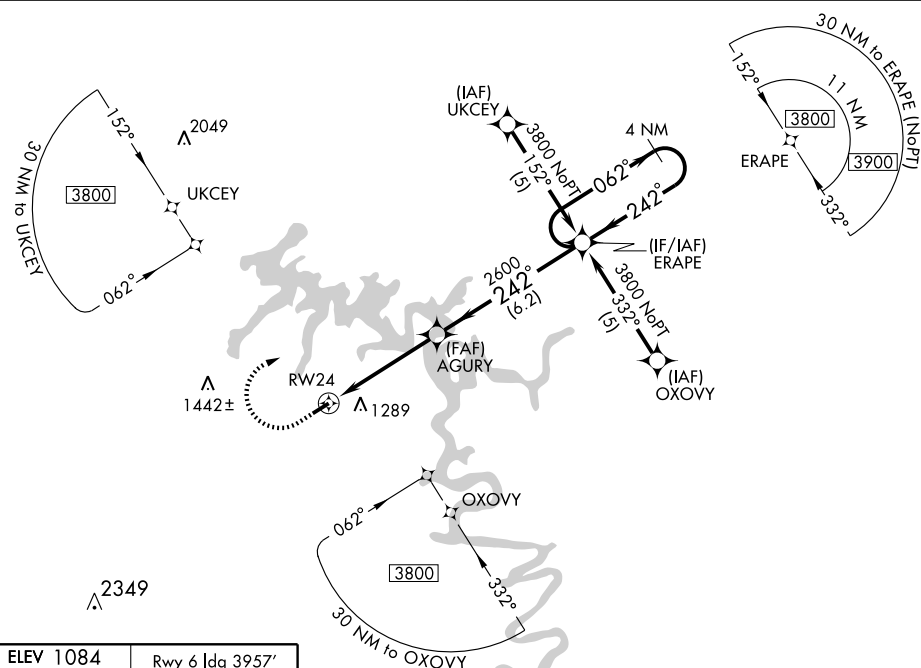
SMITHVILLE MUNI (0A3)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and Circling Cat. C visibility ¼ mile.

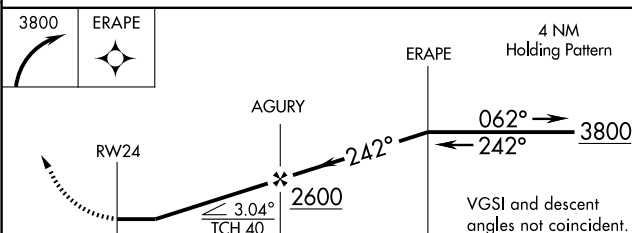
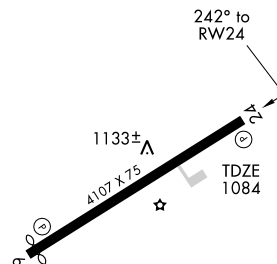
**MISSED APPROACH:**  
 Climbing right turn to 3800  
 direct ERAPE and hold.

MEMPHIS CENTER  
**132.1 263.1**

UNICOM  
**122.8 (CTAF)**



ELEV 1084 Rwy 6 Idg 3957'



CATEGORY	A	B	C	D
LNVA MDA	1560-1	476 (500-1)	1560-1¼ 476 (500-1¼)	NA
CIRCLING	1680-1	596 (600-1)	1680-1½ 596 (600-1½)	NA

MIRL Rwy 6-24  
 REIL Rws 6 and 24

SMITHVILLE, TENNESSEE  
 Amdt 1 08157

35°59'N - 85°49'W

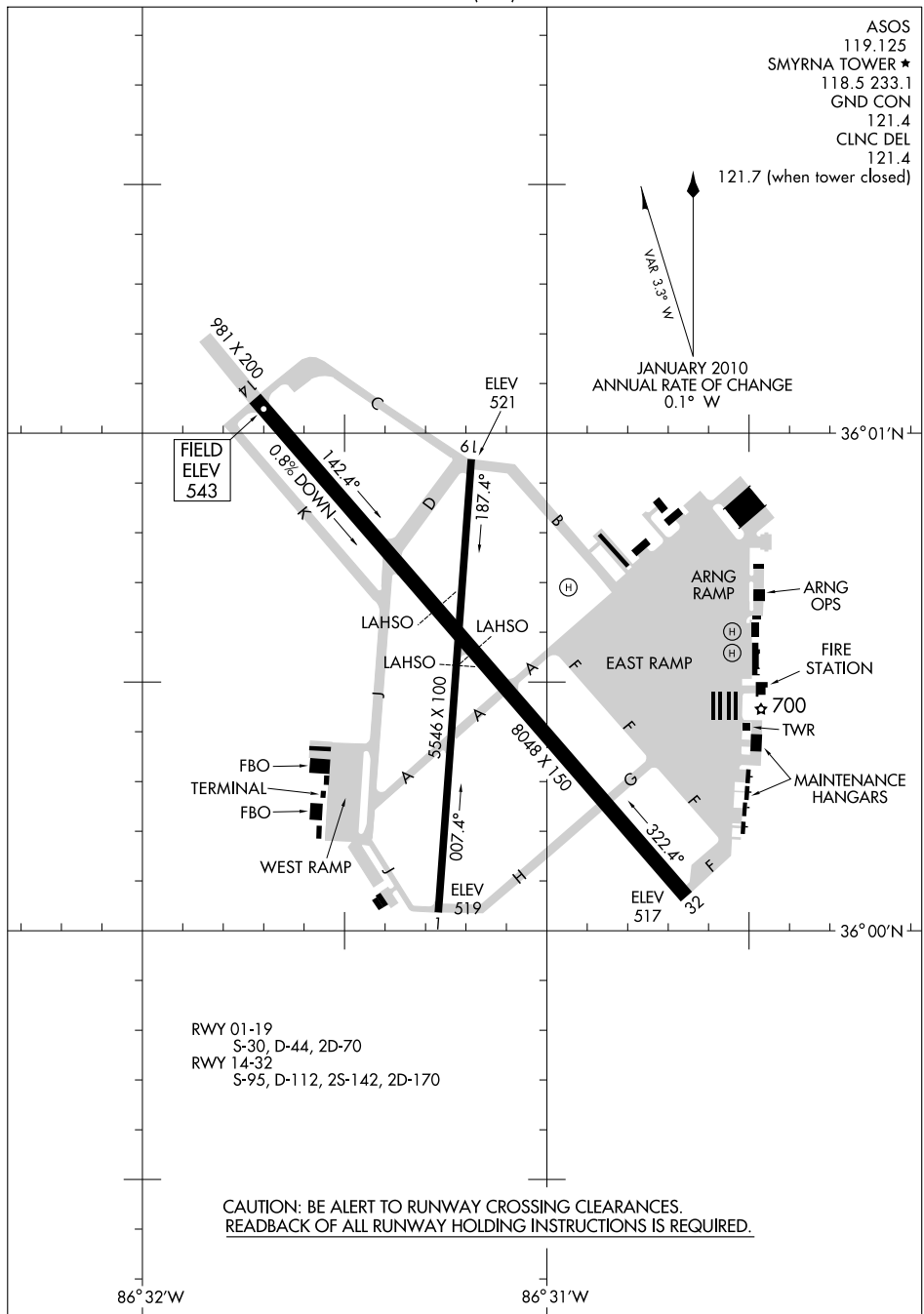
SMITHVILLE MUNI (0A3)  
**RNAV (GPS) RWY 24**

# AIRPORT DIAGRAM

AL-895 (FAA)

SMYRNA (MQY)  
SMYRNA, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

SMYRNA, TENNESSEE  
SMYRNA (MQY)

10210

**SMYRNA** (MQY) 2 N UTC-6(-5DT) N36°00.54' W86°31.21'

543 B S4 FUEL 100LL, JET A OX 1, 2, 4 TPA—See Remarks Class IV, ARFF Index A

ST LOUIS

H-6K, 9A, L-16J

IAP, AD

NOTAM FILE MQY

RWY 14-32: H8048X150 (ASPH) S-95, D-112, 2S-142, 2D-170  
HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Tree. 0.8% down to midpoint.

RWY 32: REIL. MALSR. PAPI(P4L)—GA 3.0° TCH 68'.

RWY 01-19: H5546X100 (ASPH) S-30, D-44, 2D-70 MIRL

RWY 01: REIL. PAPI(P4L). Tree.

RWY 19: REIL. PAPI(P4L).

#### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	14-32	3000
RWY 14	01-19	3400
RWY 32	01-19	3950

**AIRPORT REMARKS:** Attended continuously. CLOSED to Department of Transportation certificated air carrier operations except with 24 hour prior approval call (615) 459-2651. Nashville Intl arpt tfc transits Smyrna arpt tfc area at 2500' MSL and above. 24 hr PPR required for air carrier ops over 30 passengers. Contact arpt mgr 615-459-2651. TPA—light acft 1500(957), turbo prop/jet acft 2000(1457). ACTIVATE MIRL Rwy 01-19; HIRL Rwy 14-32; REIL Rwy 14 and MALSR Rwy 32—CTAF. PAPI Rwy 01 and Rwy 19 and PAPI Rwy 14 and Rwy 32 on continuously.

**WEATHER DATA SOURCES:** ASOS 119.125. (615) 223-7716.

**COMMUNICATIONS:** CTAF 118.5 UNICOM 122.95

Ⓡ NASHVILLE APP/DEP CON 118.4 CLNC DEL 121.7 (when twr clsd)

TOWER 118.5 (1300-0100Z‡). GND CON 121.4

CLNC DEL 121.4.

**AIRSPACE:** CLASS D svc 1300-0100Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

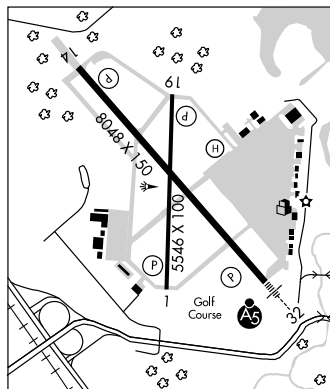
NASHVILLE (H) VORTAC 114.1 BNA Chan 88 N36°08.22' W86°41.09' 136° 11.1 NM to fld. 570/02W.

SEWART NDB (MHW) 391 SWZ N35°57.41' W86°27.83' 321° 4.2 NM to fld. Unmonitored 0100-1300Z‡.

ILS 111.1 I-MQY Rwy 32.

• • • • •  
HELIPAD H1: H40X40 (CONC)

**HELIPORT REMARKS:** H1 Perimeter lgts OTS indef. TPA—Helicopter 1000(457). Helicopters make left tfc all rwys, avoid flow of fixed wing acft.



**SNOWBIRD** N35°47.41' W83°03.14' NOTAM FILE RDU.

ATLANTA

(L) VORTAC 108.8 SOT Chan 25 030° 26.8 NM to Greeneville—Greene Co Muni. 4239/04W.

H-9B, 12G, L-25B

DME unusable 225°-250° byd 30 NM blo 10,000'.

RCO 122.1R 108.8T (RALEIGH RADIO)

**SNUFF** N36°31.62' W87°23.19' NOTAM FILE MKL.

ST LOUIS

NDB (LOM) 335 CK 345° 5.9 NM to Outlaw Fld. NDB unusable byd 10NM.

**SOMERVILLE** N35°12.35' W89°23.55' NOTAM FILE MKL.

MEMPHIS

NDB (MHW) 255 FYE at Fayette Co.

L-16B



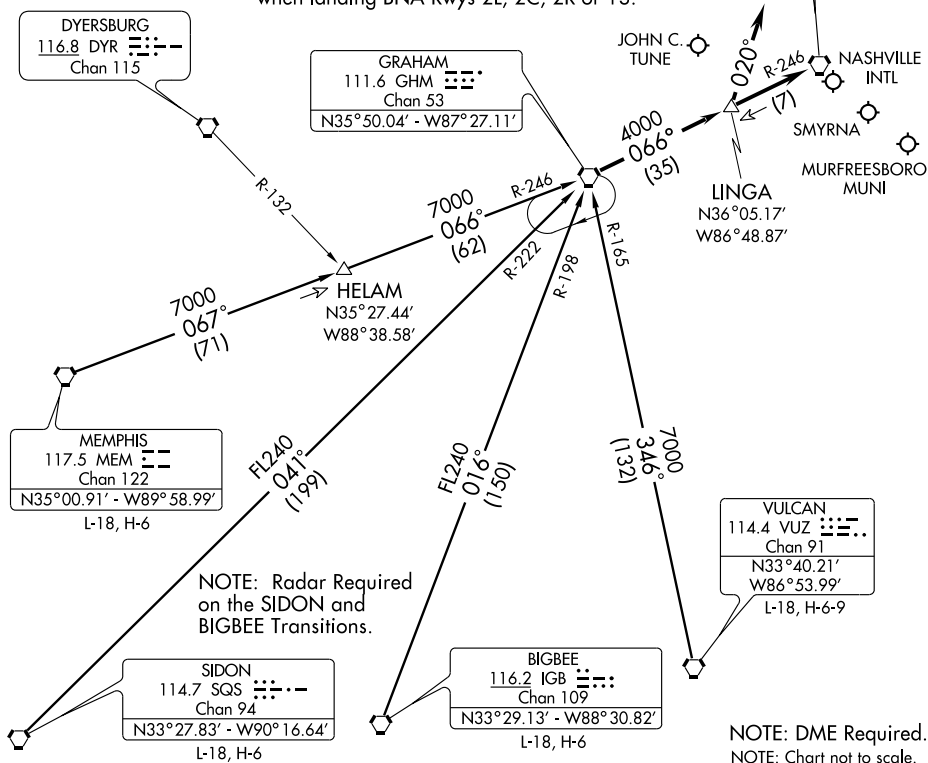
## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
120.6 387.0  
NASHVILLE ATIS  
135.1

GHM VORTAC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 11000.  
Expect clearance to cross at 250 KIAS  
when landing BNA Rwy's 2L, 2C, 2R or 13.



**BIGBEE TRANSITION (IGB.GHM5):** From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

**MEMPHIS TRANSITION (MEM.GHM5):** From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

**SIDON TRANSITION (SQS.GHM5):** From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

**VULCAN TRANSITION (VUZ.GHM5):** From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
127.175 360.7  
NASHVILLE ATIS  
135.1

LOUISVILLE  
114.8 IUU  
Chan 95

N38°06.21' - W85°34.65'

L-26-27, H-5-10

NOTE: IUU transition for turbojets only.

LEXINGTON  
112.6 HYK  
Chan 73

N37°57.98' - W84°28.35'

L-26-27, H-10

YOCKY  
N37°39.25'  
W84°09.37'  
H-10

BWG  
R-066

F1180  
219°  
(44)

BOWLING GREEN  
117.9 BWG  
Chan 126

FORKS  
N37°04.19'  
W85°43.60'

DREFT  
N36°56.00'  
W85°00.59'

GROAT  
N36°44.94'  
W85°24.29'

FIDDL  
N36°33.81'  
W85°47.89'

NASHVILLE  
114.1 BNA  
Chan 88  
N36°08.22'  
W86°41.09'

LIVINGSTON  
108.4 LVT  
Chan 21  
N36°35.07' - W85°10.00'  
L-25, H-9

JOHN C.  
TUNE

NASHVILLE  
INTL

SMYRNA

MURFREESBORO  
MUNI

HINCH MOUNTAIN  
117.6 HCH  
Chan 123  
N35°46.86' - W84°58.71'  
L-25, H-9

GUITR  
N36°28.73' - W85°58.57'

## TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000'.

Expect clearance to cross at 250 KIAS

when landing BNA RWYS 20L, 20C, 20R, or 31.

NOTE: HCH Transition to  
be assigned by ATC only.

NOTE: DME Required.

NOTE: Chart not to scale.

**HINCH MOUNTAIN TRANSITION (HCH.GUITR4):** From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . .

**LEXINGTON TRANSITION (HYK.GUITR4):** From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . .

**LIVINGSTON TRANSITION (LVT.GUITR4):** From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

**LOUISVILLE TRANSITION (IUU.GUITR4):** From over IUU VORTAC via IUU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . .

**YOCKY TRANSITION (YOCKY.GUITR4):** From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . .

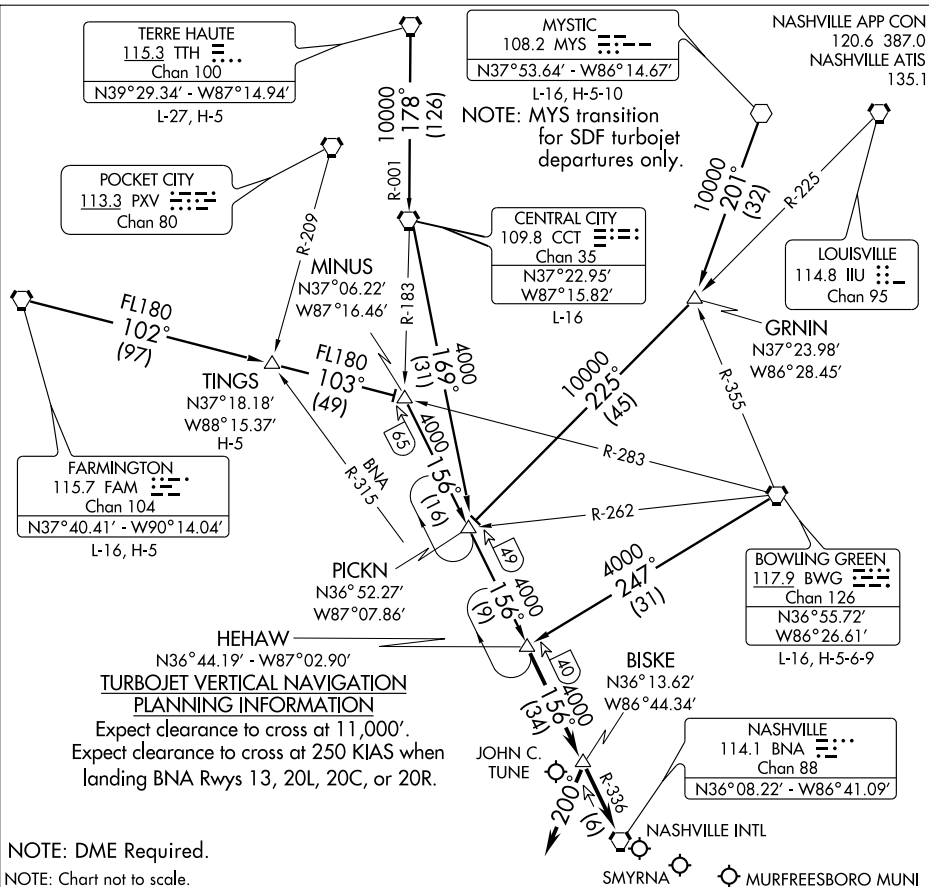
....TURBOJET/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



NOTE: DME Required.

NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT. then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IJU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence, . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence, ...

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence, . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE.

Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE:

ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE

LOC I-MQY	APP CRS	Rwy Idg	<b>8048</b>
<b><u>111.1</u></b>	<b>321°</b>	TDZE	<b>517</b>
		Apt Elev	<b>543</b>

ILS RWY 32  
SMYRNA (MQY)


**T** Obtain local altimeter setting on CTAF; when not received use Nashville altimeter setting.  
**A** ADF REQUIRED

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS  
**119,125**

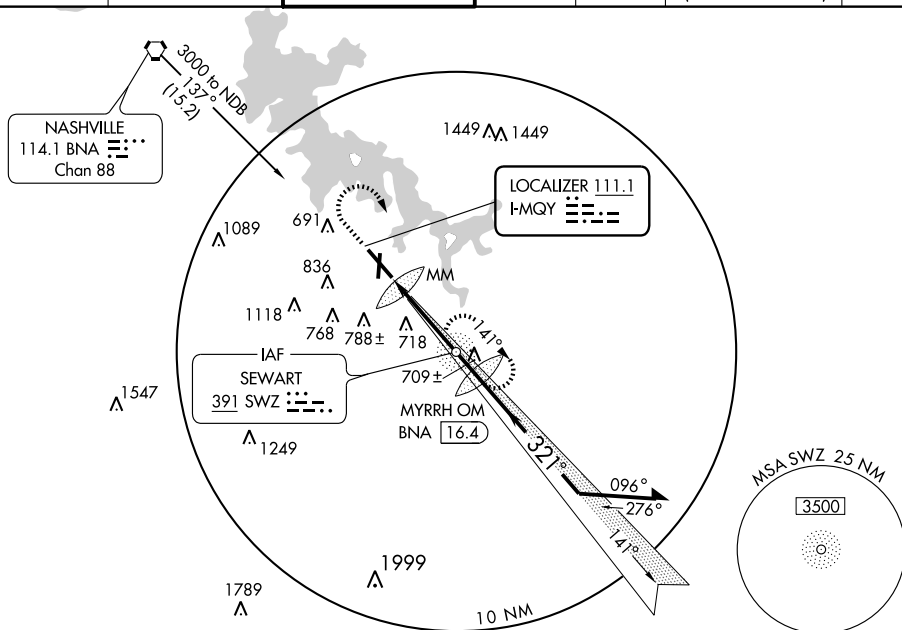
NASHVILLE APP CON  
118.4 360.7

SMYRNA TOWER ★  
118.5 (CTAF)  233.1

GND CO  
**121.4**

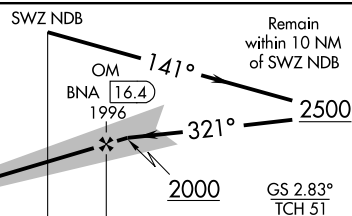
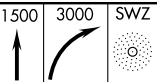
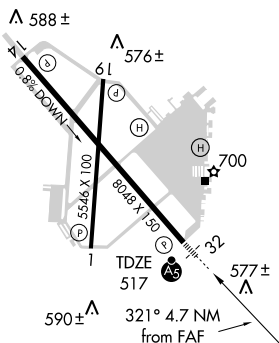
CLNC DE  
**121.4**

NASHVILLE CLNC DEL  
**121.7**  
(When tower closed)

UNICOM  
122.95

ELEV 543

REIL Rwy 14 **L**  
HIRL Rwy 14-32 **L**  
MIRL Rwy 1-19 **L**  
REIL Rws 1, 19, and 32



	0.4	3.1 NM	1.2	
CATEGORY	A	B	C	D
S-ILS 32	717-1/2 200 (200-1/2)			
S-LOC 32	960-1/2 443 (500-1/2)		960-3/4 443 (500-3/4)	960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1 1/2 577 (600-1 1/2)	1160-2 617 (700-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-ILS 32	816-1/2 299 (300-1/2)			
S-LOC 32	1060-1/2 543 (600-1/2)		1060-1 543 (600-1)	1060-1 1/4 543 (600-1 1/4)
CIRCLING	1180-1 637 (700-1)		1220-2 677 (700-2)	1260-2 1/4 717 (800-2 1/4)

SMYRNA, TENNESSEE

Amdt 5B 09351

36°01'N-86°31'W

SMYRNA (MQY)  
ILS RWY 32

SE-1. 21 OCT 2010 to 18 NOV 2010

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
MEMPHIS, TN			
MEMPHIS INTL (MEM)	27	TWY N	8,450 feet
SMYRNA, TN			
SMYRNA (MQY)	01	14-32	3,000 feet
	14	01-19	3,400 feet
	32	01-19	3,950 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

NDB SWZ <b>391</b>	APP CRS <b>321°</b>	Rwy Idg TDZE <b>517</b> Apt Elev <b>543</b>
-----------------------	------------------------	---

# NDB RWY 32

SMYRNA (MQY)

**⚠** When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, and increase Circling Cat C visibility ¼ mile.



MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS  
**119.125**

NASHVILLE APP CON  
**118.4 360.7**

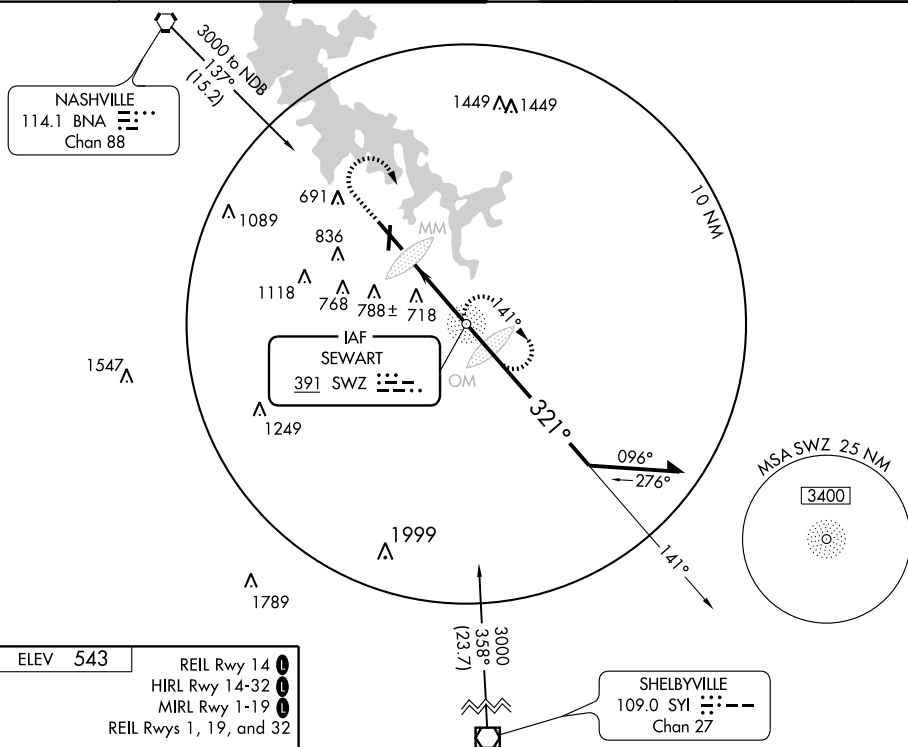
SMYRNA TOWER ★  
**118.5 (CTAF) 0 233.1**

GND CON  
**121.4**

CLNC DEL  
**121.4**

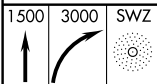
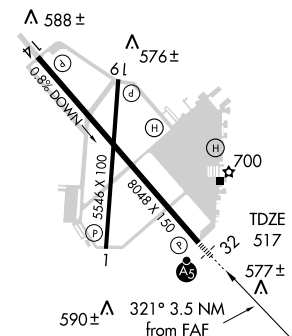
NASHVILLE CLNC DEL  
**121.7**  
(When tower closed)

UNICOM  
**122.95**

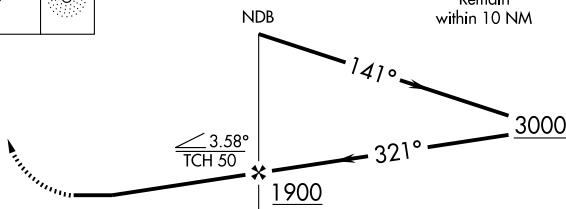


ELEV **543**

REIL Rwy 14  
HIRL Rwy 14-32  
MIRL Rwy 1-19  
REIL Rws 1, 19, and 32



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-32	1020-3/4 503 (500-3/4)		1020-1 503 (500-1)	NA
CIRCLING	1080-1 537 (600-1)		1120-1 1/2 577 (600-1 1/2)	NA

APP CRS	Rwy ldg	<b>8048</b>
<b>141°</b>	TDZE	<b>543</b>
	Apt Elev	<b>543</b>

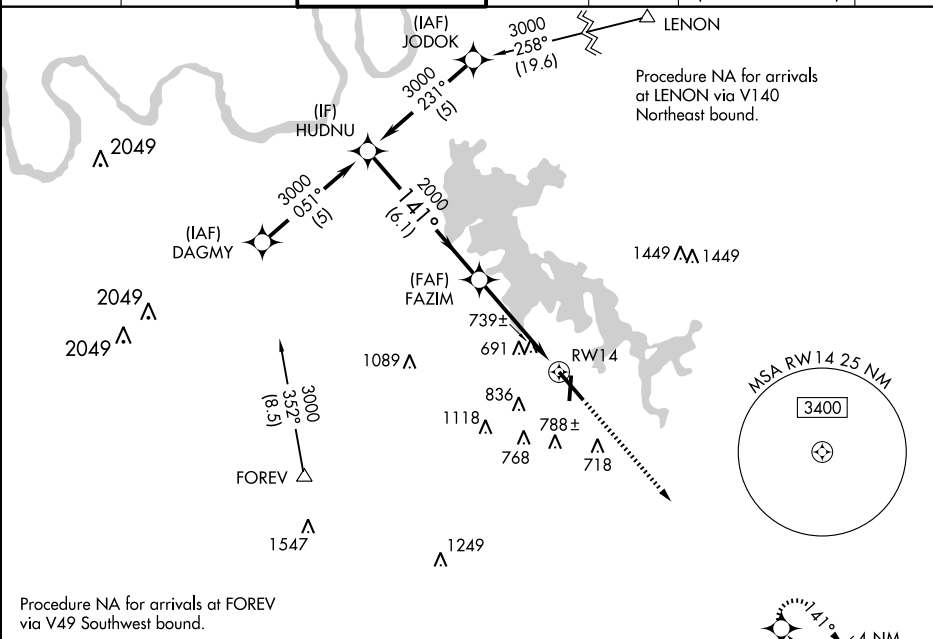
## RNAV (GPS) RWY 14

SMYRNA (MQY)

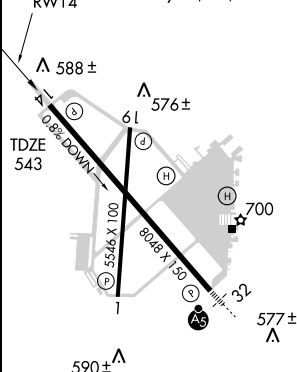
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibilities ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JUKSU and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
<b>119.125</b>	<b>118.4 360.7</b>	<b>118.5 (CTAF) 0 233.1</b>	<b>121.4</b>	<b>121.4</b>	<b>121.7</b> (When tower closed)	<b>122.95</b>



ELEV 543	REIL Rwy 14
	HIRL Rwy 14-32
	MIRL Rwy 1-19
	REIL Rws 1, 19, and 32



	HUDNU	3000	141°	FAZIM	2000	1.4 NM to RWY 14	RWY 14
	Procedure Turn NA				3.03° TCH 50		
		6.1 NM		3 NM		1.4	
CATEGORY	A	B	C	D			
LNAV MDA	1040-1	497 (500-1)	1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)			
CIRCLING	1080-1	537 (600-1)	1120-1½ 577 (600-1½)	1160-2 617 (700-2)			

WAAS CH <b>93512</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>8048</b> <b>517</b> <b>543</b>
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# RNAV (GPS) RWY 32

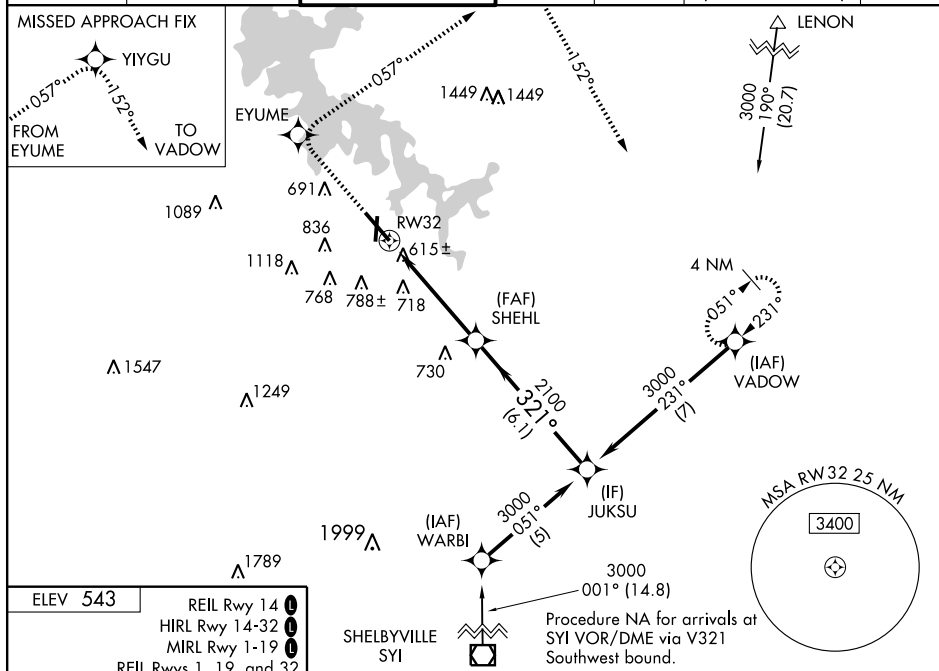
SMYRNA (MQY)

**⚠** For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 872 feet, LNAV/VNAV DA to 1047 feet, and all MDA 40 feet; increase LPV visibility ¼ mile all Cats, and Circling visibility Cat C ¼ mile. For inoperative MALSR when using Nashville Intl altimeter setting, increase LPV visibility to 1¼ mile all Cats.

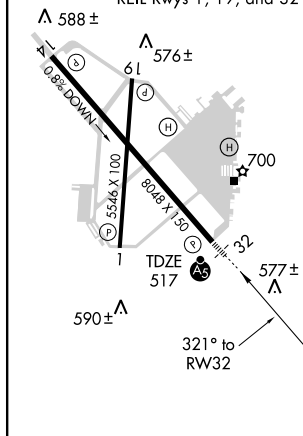
**MALSR**  
A5






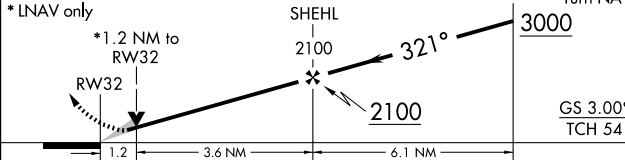
**MISSED APPROACH:**  
Climb to 3000 direct EYUME and right turn via 057° track to YIYGU and right turn via 152° track to VADOW and hold.

ASOS <b>119.125</b>	NASHVILLE APP CON <b>118.4 360.7</b>	SMYRNA TOWER ★ <b>118.5 (CTAF) 0 233.1</b>	GND CON <b>121.4</b>	CLNC DEL <b>121.4</b>	NASHVILLE CLNC DEL <b>121.7</b> (When tower closed)	UNICOM <b>122.95</b>
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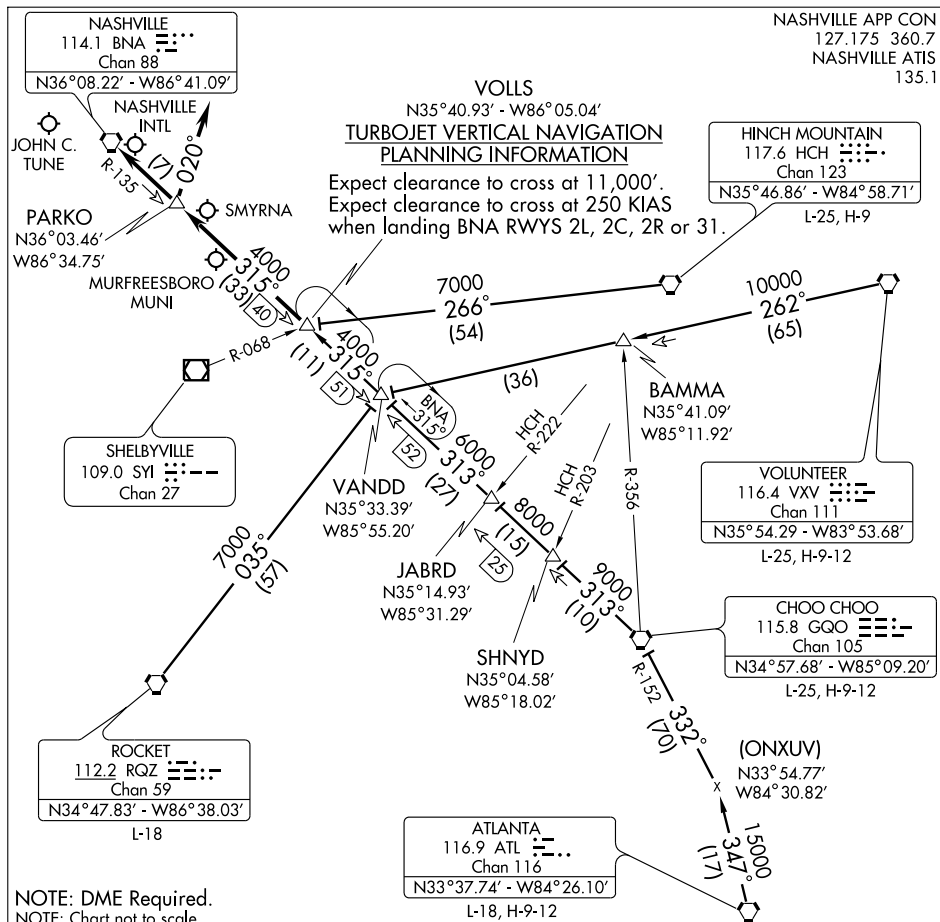


ELEV 543	REIL Rwy 14
	HIRL Rwy 14-32
	MIRL Rwy 1-19
	REIL Rws 1, 19, and 32



3000	EYUME	YIYGU	VADOW	VGSI and RNAV glidepath not coincident.	
		 trk 057°	 trk 152°		
<p>* LNAV only</p>  <p>SHEHL 2100 321° JUKSU 3000</p> <p>RW32 1.2 3.6 NM 6.1 NM</p> <p>GS 3.00° TCH 54</p>					
CATEGORY	A		B	C	D
LPV DA	840-½		323 (400-½)		
LNAV/VNAV DA	1015-1¼		498 (500-1¼)		
LNAV MDA	960-½ 443 (500-½)		960-¾ 443 (500-¾)		960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)		1160-2 617 (700-2)





**ATLANTA TRANSITION (ATL.VOLLS7):** From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**CHOO CHOO TRANSITION (GQO.VOLLS7):** From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**HINCH MOUNTAIN TRANSITION (HCH.VOLLS7):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

**ROCKET TRANSITION (RQZ.VOLLS7):** From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

**VOLUNTEER TRANSITION (VXV.VOLLS7):** From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

....**TURBOJETS/TURBOPROPS; LANDING NORTH:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VORTAC BNA <b>114.1</b> Chan <b>88</b>	APP CRS <b>135°</b>	Rwy Idg <b>8048</b> TDZE <b>543</b> Apt Elev <b>543</b>
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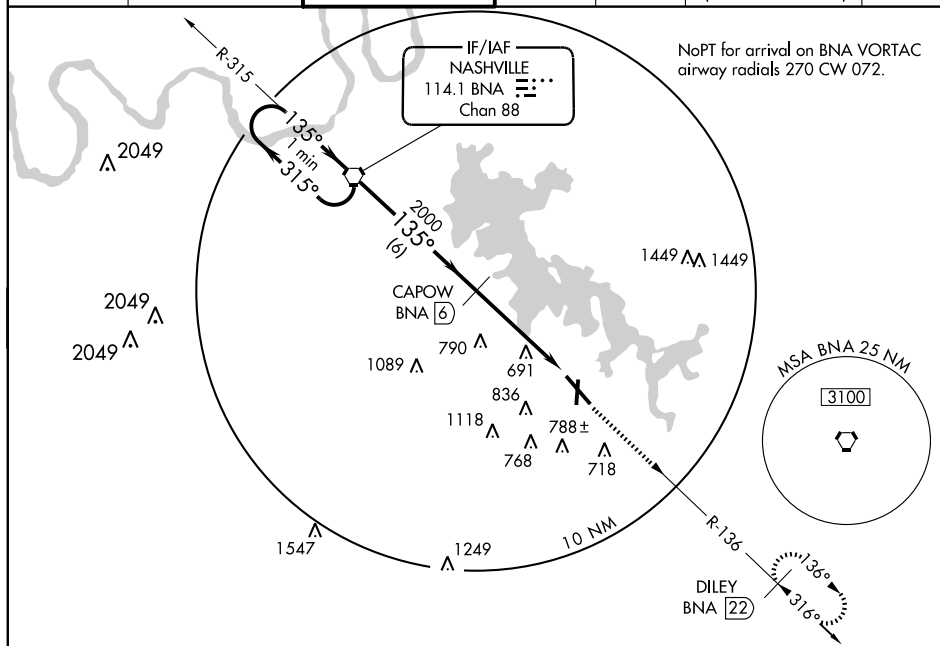
VOR/DME RWY 14  
SMYRNA (MQY)

SMYRNA (MQY)

- T** Visibility reduction by helicopters NA. When local altimeter setting not received, use **A** Nashville Intl altimeter setting and increase all MDA 40 feet, increase S-14 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 via BNA VORTAC R-136 to DILEY 22 DME and hold.

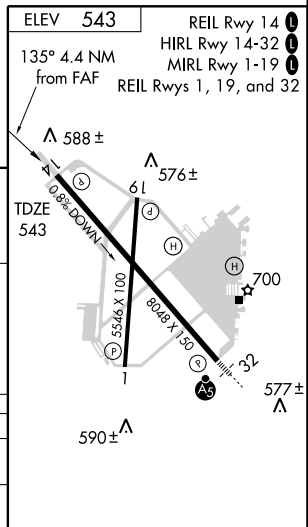
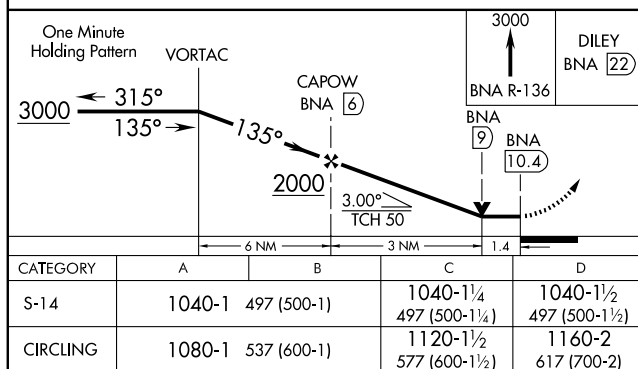
ASOS <b>119.125</b>	NASHVILLE APP CON <b>118.4 360.7</b>	SMYRNA TOWER ★ <b>118.5 (CTAF) 0 233.1</b>	GND CON <b>121.4</b>	CLNC DEL <b>121.4</b>	NASHVILLE CLNC DEL <b>121.7</b> (When tower closed)	UNICOM <b>122.95</b>
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SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

Maximum holding airspeed 200 KIAs.



VORTAC BNA <b>114.1</b> Chan <b>88</b>	APP CRS <b>316°</b>	Rwy Idg <b>8048</b> TDZE <b>517</b> Apt Elev <b>543</b>
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VOR/DME RWY 32  
SMYRNA (MQY)

**T** When local altimeter setting not received, use Nashville Intl  
**A** altimeter setting and increase all MDA 40 feet, S-32 Cat  
C visibility ¼ mile and Circling Cat C visibility ¼ mile.  
VDP NA when using Nashville Intl altimeter setting.

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 via heading 180° and BNA R-136 to DILEY 22 DME and hold.

ASOS  
119-125

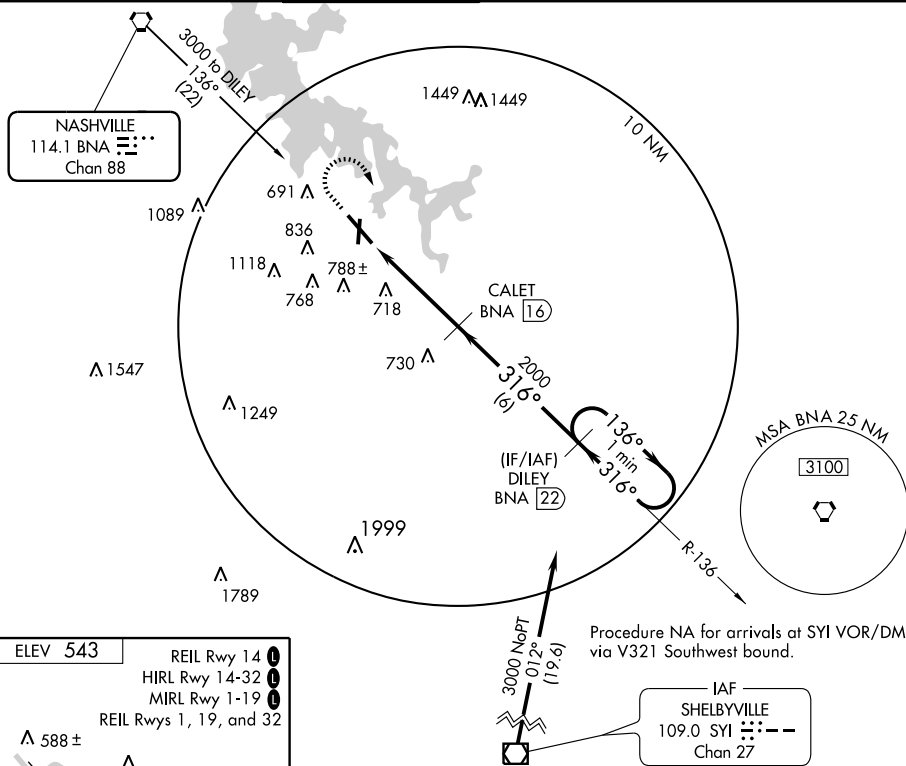
NASHVILLE APP CON  
118-4 360-7

SMYRNA TOWER ★  
18.5 (CTAF) 233.1

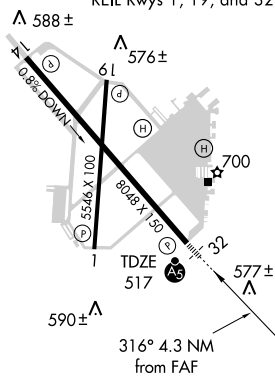
GND CON  
**121.4**

CLNC DE  
**121.4**

NASHVILLE CLNC DEL  
**121.7**  
(When tower closed)

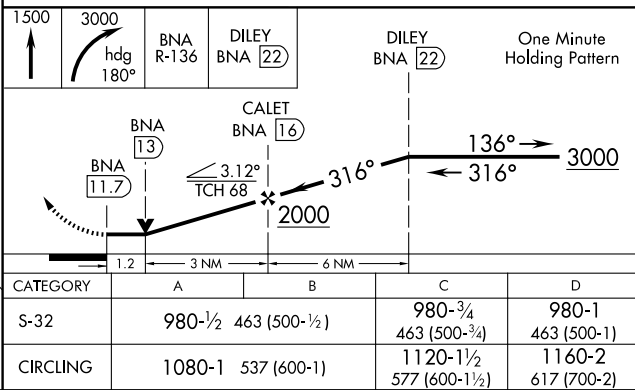
UNICOM  
122.95

ELEV 543	REIL Rwy 14	
	HIRL Rwy 14-32	
	MIRL Rwy 1-19	
	REIL Rwy 1, 19, and 32	



Procedure NA for arrivals at SYI VOR/DME  
via V321 Southwest bound.

SHELBYVILLE  
109.0 SYI ---  
Chan 27



## SOMERVILLE

## FAYETTE CO

(FYE) 2 SW UTC-6(-5DT) N35°12.46' W89°23.67'

436 B S2 FUEL 100LL, JET A NOTAM FILE MKL

RWY 01-19: H5000X75 (ASPH) S-30 MRL 0.3% up S

RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.07°TCH 31'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1830-2300Z†. Aerobatic activity invof arpt. If surface winds favor Rwy 01, rgt tfc for that rwy is in effect when aerobatic area is active. Airframe repairs avbl on call only—call ahead phone (901) 466-7007. Powerplant repairs avbl on call only—call ahead phone (901) 466-7007. NOTE: See Special Notices—Aerobatic Practice Area.

**WEATHER DATA SOURCES:** AWOS-3 119.875 (901) 465-6367.**COMMUNICATIONS:** CTAF 122.9

Ⓡ MEMPHIS APP CON 125.8

Ⓡ MEMPHIS DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 008° 26.7 NM to fld. 630/03E.

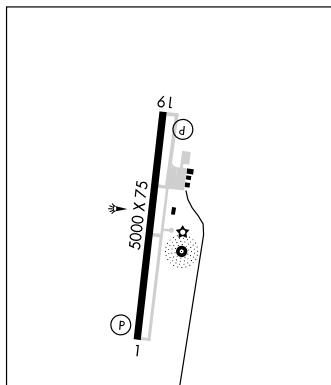
SOMERVILLE NDB (MHW) 255 FYE N35°12.35' W89°23.55'

at fld. NOTAM FILE MKL.

MEMPHIS

H-6J, L-16H

IAP



SPAIN N35°12.07' W90°03.07' NOTAM FILE MKL.

NDB (MHW) 414 SPQ at General DeWitt Spain. (VFR only).

MEMPHIS

L-16H

## SPARTA

## UPPER CUMBERLAND RGNL

(SRB) 9 NW UTC-6(-5DT) N36°03.36' W85°31.84'

1025 B S4 FUEL 100LL, JET A+ NOTAM FILE BNA

RWY 04-22: H6005X100 (ASPH) S-25, D-37 HIRL

RWY 04: ODALS. REIL. PAPI(P4L). RWY 22: REIL. PAPI(P4L).

**AIRPORT REMARKS:** Attended 1300-0100Z†. For arpt attendant after hrs call 931-738-2122. ACTIVATE ODALS Rwy 04-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.25 (931) 738-3111.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 304° 31.6 NM to fld. 3040/02W. HIWAS.

HUCHN NDB (MHW) 233 HEM N35°59.28' W85°35.17' 036°

4.9 NM to fld. NOTAM FILE BNA.

NDB unmonitored 0100-1300Z†.

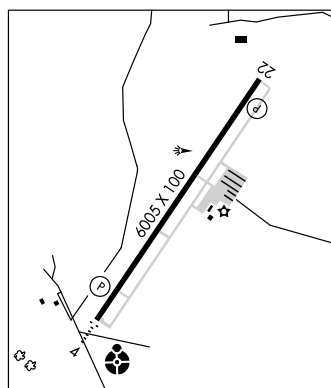
ILS/DME 110.1 I-SRB Chan 38 Rwy 04. Class IA.

(Unmonitored 0400-1400Z†) LOC unusable within 1.6 DME.

ST LOUIS

H-9A, L-25A

IAP



NDB FYE <b>255</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>431</b> <b>436</b>
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**NDB RWY 19**

SOMERVILLE/FAYETTE COUNTY (FYE)

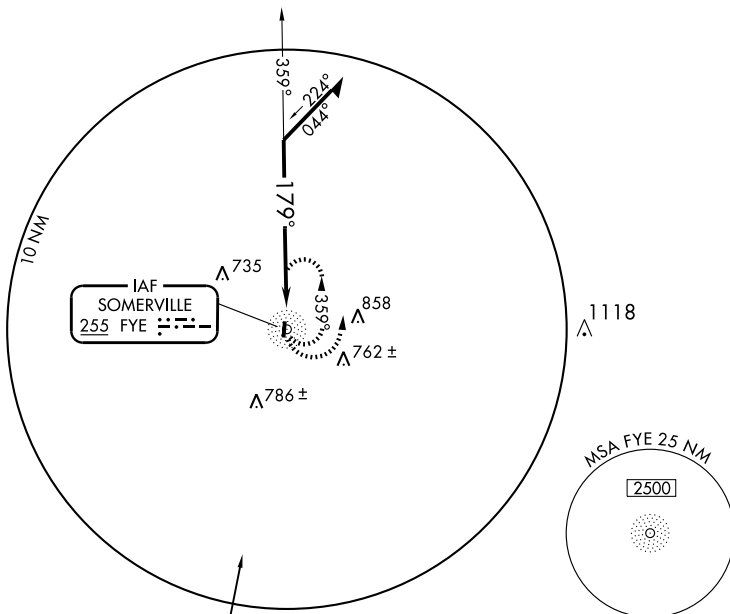


MISSED APPROACH: Climbing left turn  
to 2400 in FYE NDB holding pattern.

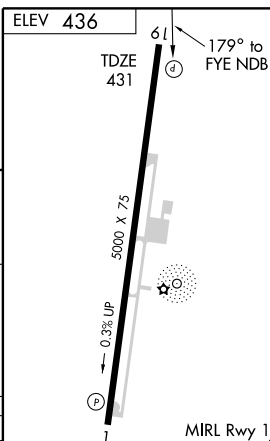
AWOS-3  
**119.875**

MEMPHIS APP CON  
**125.8 338.3**

CTAF  
**122.9**



HOLLY SPRINGS  
112.4 HLI  
Chan 71



Remain  
within 10 NM

**2400****NDB**

359°

179°

**2400****FYE****255**

CATEGORY

A

B

C

D

S-19

1100-1 669 (700-1)

1100-1 $\frac{3}{4}$ 669 (700-1 $\frac{3}{4}$ )

NA

CIRCLING

1100-1 664 (700-1)

1100-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$ )

NA

Knots

60

90

120

150

180

Min:Sec

APP CRS	Rwy Idg	<b>5000</b>
<b>188°</b>	TDZE	<b>431</b>
	Apt Elev	<b>436</b>

# RNAV (GPS) RWY 19

SOMERVILLE/FAYETTE COUNTY (FYE)

**V** If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Memphis Intl altimeter setting. DME/DME RNP-0.3 NA.

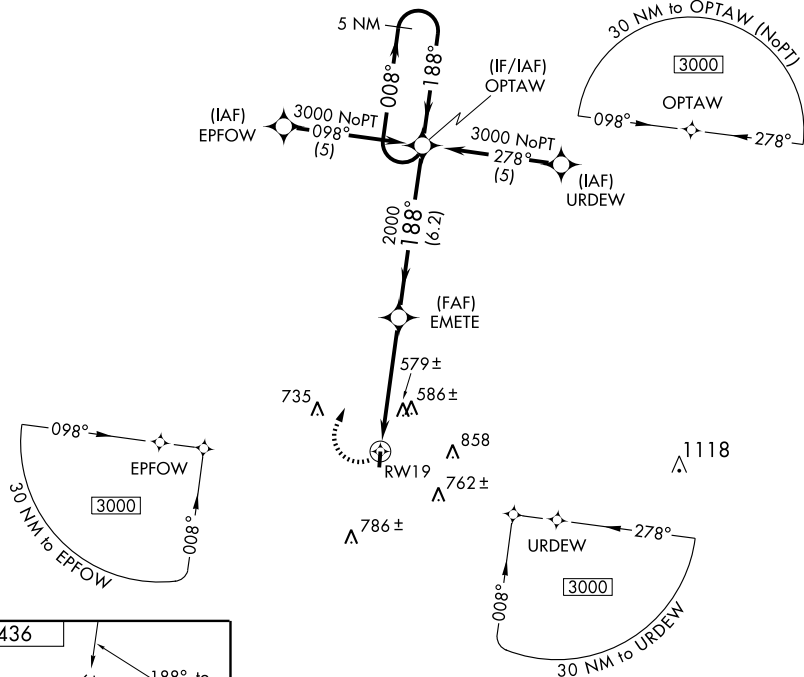
**NA**

**MISSED APPROACH:** Climbing right turn to 3000 direct OPTAW and hold.

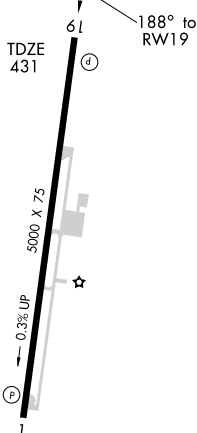
AWOS-3  
**119.875**

MEMPHIS APP CON  
**125.8 338.3**

CTAF  
**122.9**



ELEV 436



MIRL Rwy 1-19  
REIL Rws 1 and 19

3000 OPTAW		5 NM Holding Pattern		
1.2 NM to RWY 19		EMETE		
RWY 19		2000		
1.2		3.6 NM		
CATEGORY		A		
LNAV MDA		840-1 409 (500-1)		
CIRCLING		900-1 464 (500-1)		
		B		
		920-1 484 (500-1)		
		C		
		840-1¼ 409 (500-1¼)		
		D		
		920-1½ 484 (500-1½)		

## SOMERVILLE

## FAYETTE CO

(FYE) 2 SW UTC-6(-5DT) N35°12.46' W89°23.67'

436 B S2 FUEL 100LL, JET A NOTAM FILE MKL

RWY 01-19: H5000X75 (ASPH) S-30 MRL 0.3% up S

RWY 01: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.07°TCH 31'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1830-2300Z†. Aerobatic activity invof arpt. If surface winds favor Rwy 01, rgt tfc for that rwy is in effect when aerobatic area is active. Airframe repairs avbl on call only—call ahead phone (901) 466-7007. Powerplant repairs avbl on call only—call ahead phone (901) 466-7007. NOTE: See Special Notices—Aerobatic Practice Area.

**WEATHER DATA SOURCES:** AWOS-3 119.875 (901) 465-6367.**COMMUNICATIONS:** CTAF 122.9

Ⓡ MEMPHIS APP CON 125.8

Ⓡ MEMPHIS DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 008° 26.7 NM to fld. 630/03E.

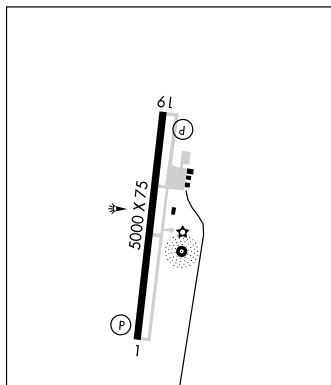
SOMERVILLE NDB (MHW) 255 FYE N35°12.35' W89°23.55'

at fld. NOTAM FILE MKL.

MEMPHIS

H-6J, L-16H

IAP



SPAIN N35°12.07' W90°03.07' NOTAM FILE MKL.

NDB (MHW) 414 SPQ at General DeWitt Spain. (VFR only).

MEMPHIS

L-16H

## SPARTA

## UPPER CUMBERLAND RGNL

(SRB) 9 NW UTC-6(-5DT) N36°03.36' W85°31.84'

1025 B S4 FUEL 100LL, JET A+ NOTAM FILE BNA

RWY 04-22: H6005X100 (ASPH) S-25, D-37 HIRL

RWY 04: ODALS. REIL. PAPI(P4L). RWY 22: REIL. PAPI(P4L).

**AIRPORT REMARKS:** Attended 1300-0100Z†. For arpt attendant after hrs call 931-738-2122. ACTIVATE ODALS Rwy 04-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.25 (931) 738-3111.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSV.

HINCH MOUNTAIN (L) VORTAC 117.6 HCH Chan 123 N35°46.86'

W84°58.71' 304° 31.6 NM to fld. 3040/02W. HIWAS.

HUCHN NDB (MHW) 233 HEM N35°59.28' W85°35.17' 036°

4.9 NM to fld. NOTAM FILE BNA.

NDB unmonitored 0100-1300Z†.

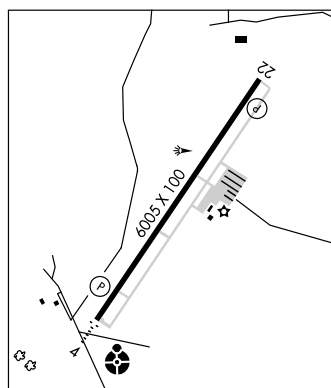
ILS/DME 110.1 I-SRB Chan 38 Rwy 04. Class IA.

(Unmonitored 0400-1400Z†) LOC unusable within 1.6 DME.

ST LOUIS

H-9A, L-25A

IAP



LOC/DME I-SRB <b>110.1</b> Chan <b>38</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>1021</b> Apt Elev <b>1025</b>
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ILS or LOC RWY 4

SPARTA/UPPER CUMBERLAND RGNL (SRB)

ADF REQUIRED. When local altimeter setting not received, use Crossfield altimeter setting and increase DA to 1393 and S-ILS 4 all Cats. visibility ½ mile. Increase all MDA 180 feet and S-LOC 4 Cat. C visibility ¾ mile, Cat. D ½ mile. Inoperative table does not apply to UTUCE FIX Cat. C minimums when using Crossfield altimeter setting.

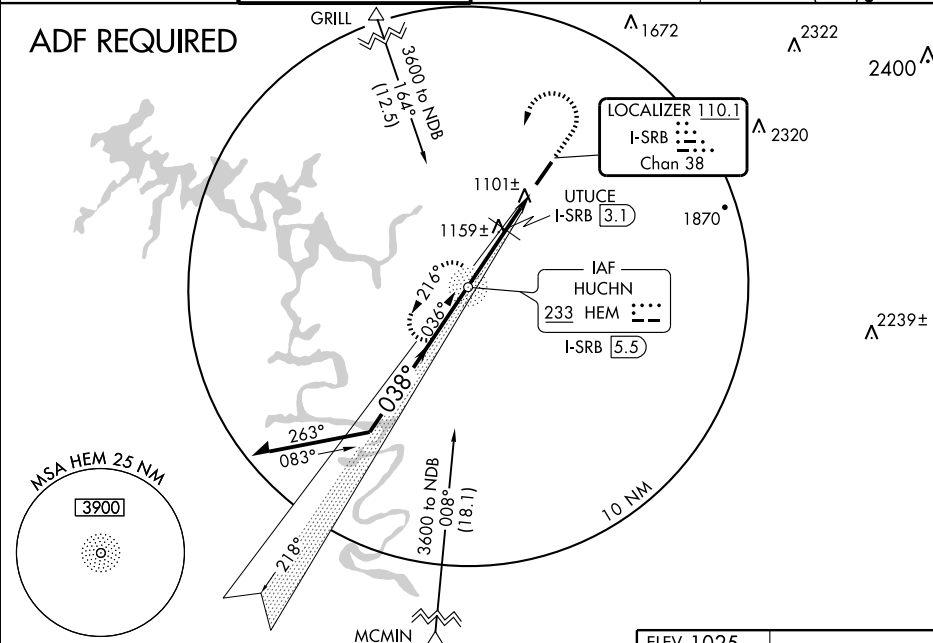
ODALS



MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

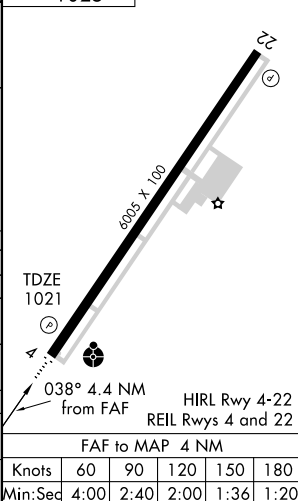
AWOS-3 <b>128.25</b>	MEMPHIS CENTER <b>132.1 263.1</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ADF REQUIRED



Remain within 10 NM	HEM NDB I-SRB 5.5	VGSI and ILS glidepath not coincident.	2500	3000	HEM 233
3000	218°	*LOC only.	↑1600 when using Crossfield altimeter setting.		
GS 3.00° TCH 55	038°	UTUCE I-SRB 3.1			
2500	2486	ZIGUN I-SRB 1.6			
2500	2486	↑*1420			
2500	2486	2.5 NM	1.5 NM	0.4	
CATEGORY	A	B	C	D	
S-ILS 4	1221-¾	200 (200-¾)			
S-LOC 4	1420-¾	399 (400-¾)	1420-1¼	399 (400-1¼)	
CIRCLING	1480-1	455 (500-1)	1480-1½	555 (600-2)	
UTUCE FIX MINIMUMS					
S-LOC 4	1360-¾	339 (400-¾)	1360-1¼	339 (400-1¼)	
CIRCLING	1480-1	455 (500-1)	1480-1½	555 (600-2)	

ELEV 1025



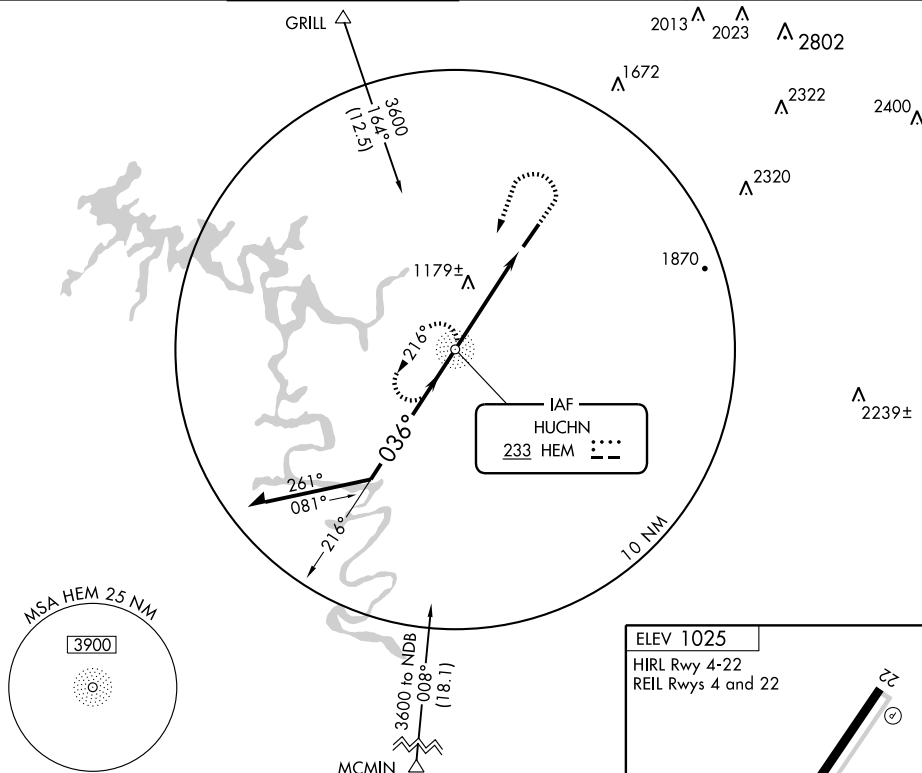


## NDB RWY 4

NDB HEM <b>233</b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>6005</b> <b>1021</b> <b>1025</b>
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SPARTA / UPPER CUMBERLAND RGNL (SRB)

<p><b>▼</b> <b>▲ NA</b></p> <p>Inoperative table does not apply to Cat. C. When local altimeter setting not received, use Crossfield altimeter setting and increase all MDA 180 feet. Increase S-4 Cat. C/D visibility ½ mile. Increase Circling Cat. C/D visibility ¼ mile.</p>	<p>ODALS</p> <p><b>●</b> <b>⋮</b></p>	<p>MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.</p>
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AWOS-3  
**128.25**MEMPHIS CENTER  
**132.1 263.1**GCO  
**121.725**UNICOM  
**122.8 (CTAF)**Remain  
within 10 NM

NDB

3000

2500

3.06°  
TCH 61

4.4 NM

2500

3000

HEM

233

ELEV 1025

HIRL Rwy 4-22

REIL Rws 4 and 22

TDZE  
1021036° 4.4 NM  
from FAF

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

WAAS CH <b>82210</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>6005</b> <b>1021</b> <b>1025</b>
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## RNAV (GPS) RWY 4

SPARTA / UPPER CUMBERLAND RGNL (SRB)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1393 and all Cats. visibility ½ mile. Increase LNAV/VNAV DA to 1568 and all Cats. visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¾ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. Inoperative table does not apply to LNAV Cat. C when using Crossville altimeter setting. VDP NA when using Crossville altimeter setting.

ODALS



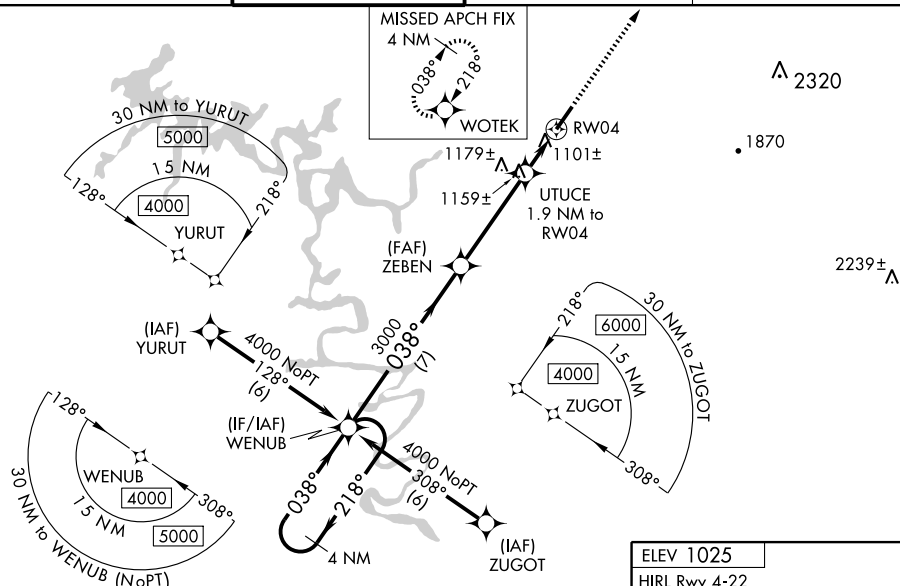
MISSED APPROACH:  
Climb to 4000 direct  
WOTEK and hold.

AWOS-3  
**128.25**

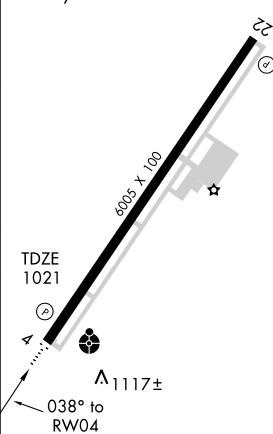
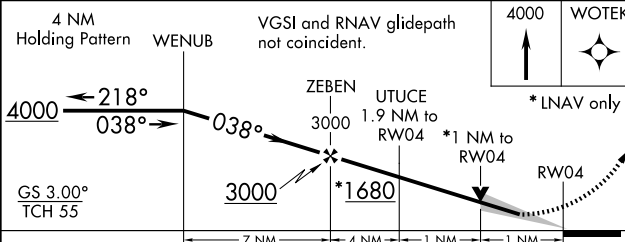
MEMPHIS CENTER  
**132.1 263.1**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF)**



ELEV 1025  
HIRL Rwy 4-22  
REIL Rlys 4 and 22



CATEGORY	A	B	C	D
LPV DA	1221-3/4 200 (200-3/4)			
LNAV/VNAV DA	1396-1 1/4 375 (400-1 1/4)			
LNAV MDA	1380-3/4 359 (400-3/4)			1380-1 1/4 359 (400-1 1/4)
CIRCLING	1480-1 455 (500-1)	1480-1 1/2 455 (500-1 1/2)		1580-2 555 (600-2)

WAAS  
CH **82311**  
**W22A**

APP CRS  
**218°**

Rwy Idg  
TDZE **6005**  
Apt Elev **1025**

# RNAV (GPS) RWY 22

SPARTA / UPPER CUMBERLAND RGNL (SRB)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447, LNAV/VNAV DA to 1633. Increase LPV and LNAV/VNAV visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¼ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. VDP NA when using Crossville altimeter setting.

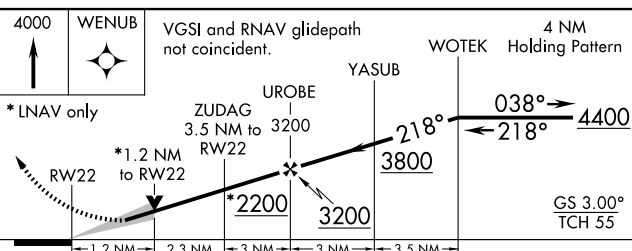
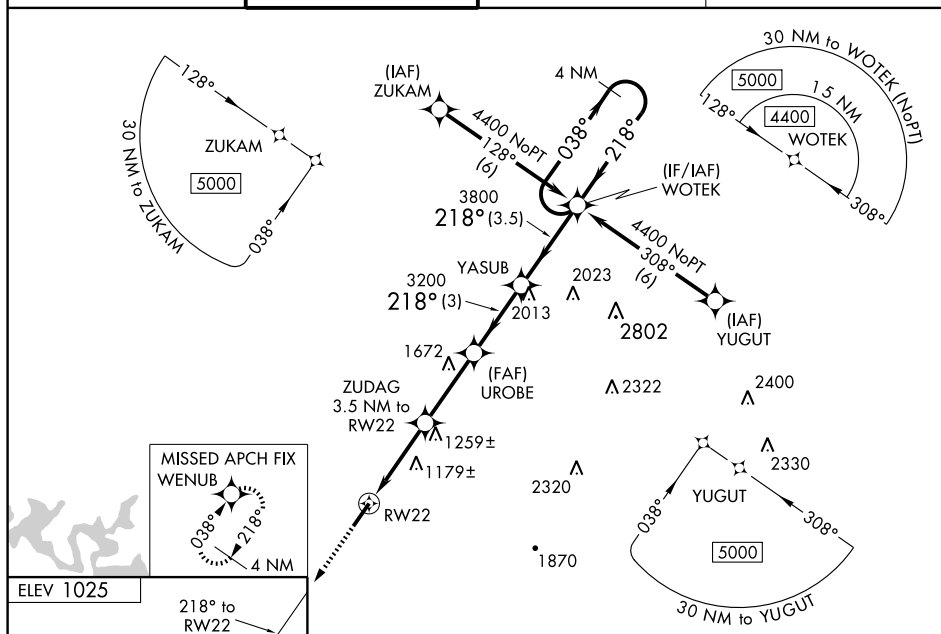
MISSED APPROACH:  
Climb to 4000 direct WENUB and hold.

AWOS-3  
**128.25**

MEMPHIS CENTER  
**132.1 263.1**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	1275-3/4 250 (300-3/4)			
LNAV/VNAV DA	1461-1 1/2 436 (500-1 1/2)			
LNAV MDA	1440-1	415 (500-1)	1440-1 1/4	415 (500-1 1/4)
CIRCLING	1480-1	455 (500-1)	1480-1 1/2 455 (500-1 1/2)	1580-2 555 (600-2)

**SPRINGFIELD ROBERTSON CO** (M91) 3 NW UTC-6(-5DT) N36°32.24' W86°55.24'706 B S4 **FUEL** 100LL, JET A, A1 TPA-1706(1000) NOTAM FILE BNA**RWY 04-22:** H5005X100 (ASPH) S-38, D-52 MIRL**RWY 04:** REIL. PAPI(P4L). Trees.**RWY 22:** REIL. PAPI(P4L)—GA 4.0°TCH 26'.**AIRPORT REMARKS:** Attended 1400Z±—dusk. Fuel 24 hr credit card svc

avbl. After hrs call out fee. Rwy 04 PAPI OTS indef. MIRL Rwy

04-22 preset on low ints; to increase ints **ACTIVATE**—CTAF.**WEATHER DATA SOURCES:** AWOS-3 120.675 (615) 384-8206.**COMMUNICATIONS:** CTAF/UNICOM 123.0**NASHVILLE APP/DEP CON** 119.35**GCD** 121.725 (NASHVILLE CLNC)**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKV.**CLARKSVILLE (T) VOR/DME** 110.6 CKV Chan 43 N36°37.32'

W87°24.76' 103° 24.3 NM to fld. 540/01W.

**MUSIC NDB (MHW)** 279 ON N36°26.94' W86°59.63'

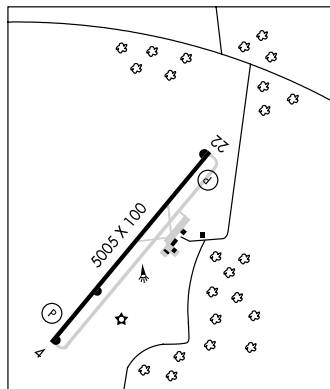
037° 6.4 NM to fld. NOTAM FILE BNA.

**ILS** 109.7 I-ONE Rwy 04. LOC only.

ST LOUIS

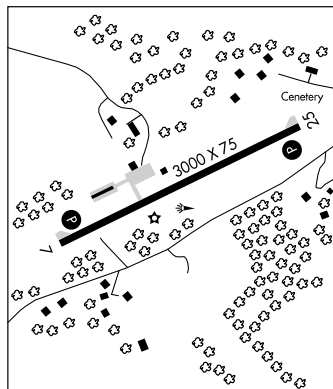
H-6K, 9A, L-161

IAP

**SUMNER CO RGNL** (See GALLATIN)**TAZEWELL****NEW TAZEWELL MUNI** (3A2) 3 SE UTC-5(-4DT) N36°24.61' W83°33.33'1179 B S4 **FUEL** 100LL NOTAM FILE BNA**RWY 07-25:** H3000X75 (ASPH) S-16, D-24 MIRL**RWY 07:** REIL. PAPI(P2L).**RWY 25:** REIL. PAPI(P2L).**AIRPORT REMARKS:** Attended Apr-Oct 1300-2300Z±, Nov-Mar 1300-2100Z±. Deer on or in/ovf arpt. Rwy 25 PAPI OTS indef.**ACTIVATE** PAPI Rwy 07 and 25—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE TYS.**VOLUNTEER (H) VORTAC** 116.4 VXV Chan 111 N35°54.29'W83°53.68' 031° 34.5 NM to fld. 1290/03W. **HIWAS.**

CINCINNATI

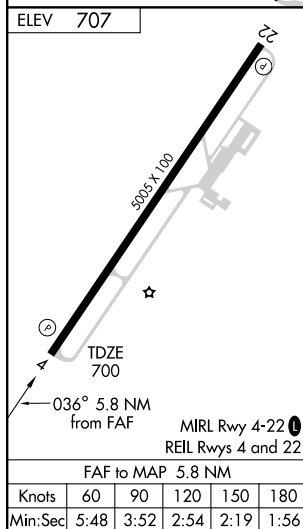
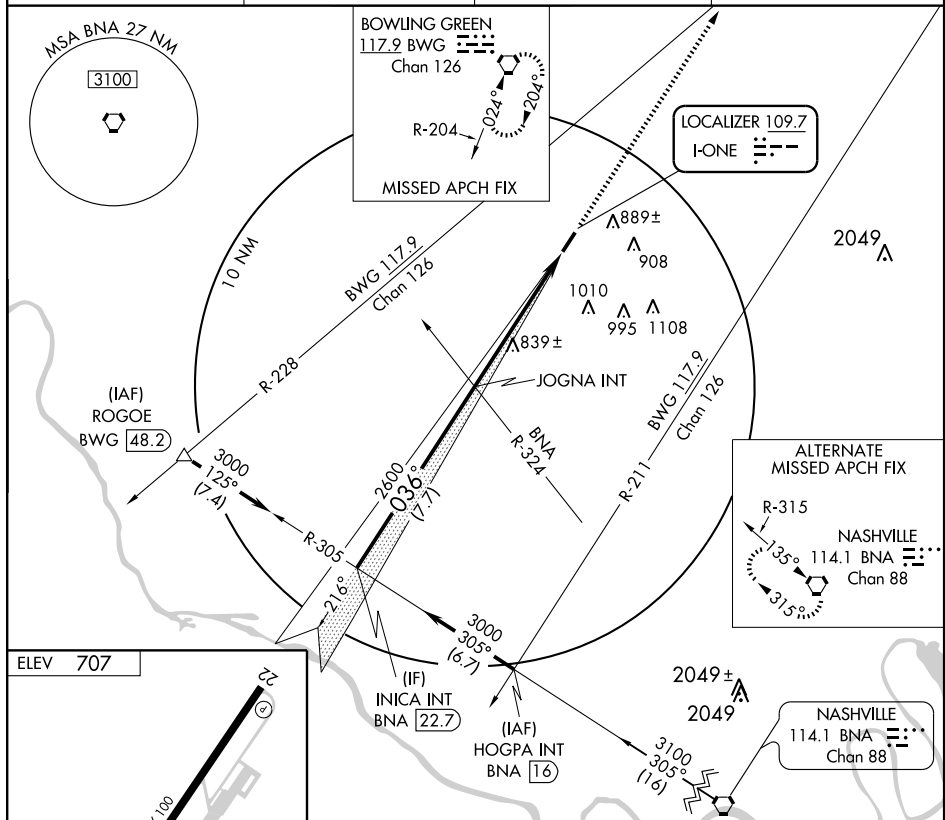
L-25B


**THORNTON** (See BROWNSVILLE)

LOC I-ONE <b>109.7</b>	APP CRS <b>036°</b>	Rwy Idg <b>5005</b> TDZE <b>700</b> Apt Elev <b>707</b>
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<p>When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 80 feet and increase S-4 and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct BWG VORTAC and hold.</p>
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AWOS-3 <b>120.675</b>	NASHVILLE APP CON <b>119.35 385.55</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF)</b>
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<div><div>INICA INT BNA <u>22.7</u></div><div>3000</div><div>036°</div><div>Procedure Turn NA</div><div>7.7 NM</div></div> <div><div>VGSI and descent angles not coincident.</div><div>JOGNA INT</div><div>2600</div><div>3.05° TCH 40</div><div>5.8 NM</div></div> <div><div>3000 ↑</div><div>BWG  <u>117.9</u></div></div>				CATEGORY	A	B	C	D	S-4	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)	CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)
CATEGORY	A	B	C	D														
S-4	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)														
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)														

APP CRS <b>036°</b>	Rwy Idg <b>5005</b> TDZE <b>700</b> Apt Elev <b>707</b>
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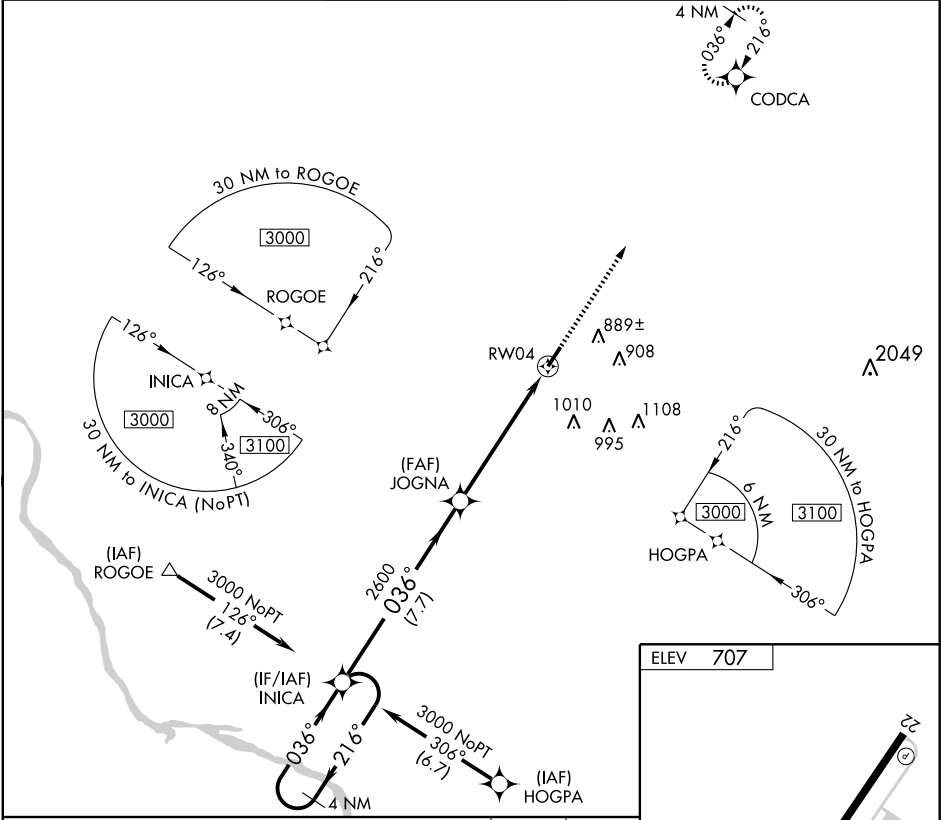
# RNAV (GPS) RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

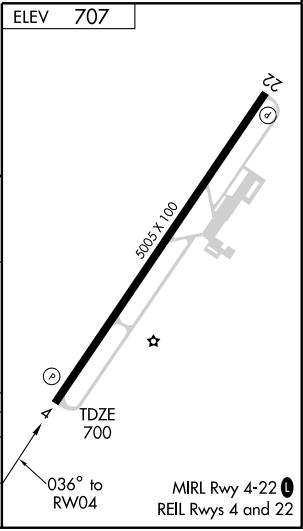
**▼** If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.  
**▲ NA** DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct CODCA and hold.

AWOS-3 <b>120.675</b>	NASHVILLE APP CON <b>119.35 385.55</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF) 0</b>
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4 NM Holding Pattern					3000 CODCA	
<p>INICA</p> <p>3000 ← 216° / 036° →</p> <p>VGSI and descent angles not coincident.</p> <p>JOGNA</p> <p>2600</p> <p>3.05° TCH 40</p> <p>1.1 NM to RW04</p> <p>RW04</p> <p>4.7 NM</p>						
CATEGORY	A	B	C	D		
RNAV MDA	1100-1 400 (400-1)				1100-1 400 (400-1 1/4)	
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1 1/2 533 (600-1 1/2)	1300-2 593 (600-2)		



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS  
216°

Rwy Idg	<b>5005</b>
TDZE	<b>707</b>
Apt Elev	<b>707</b>

## RNAV (GPS) RWY 22

SPRINGFIELD ROBERTSON COUNTY (M91)



DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.

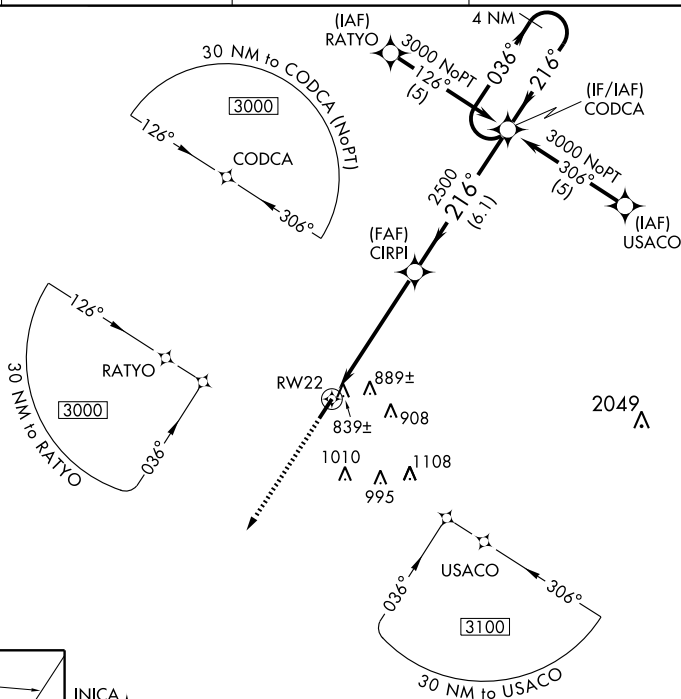
MISSED APPROACH: Climb to 3000 direct INICA and hold.

AWOS-3  
120.675

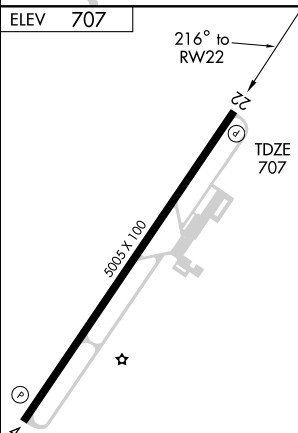
NASHVILLE APP CON  
119.35 385.55

GCO  
121.725

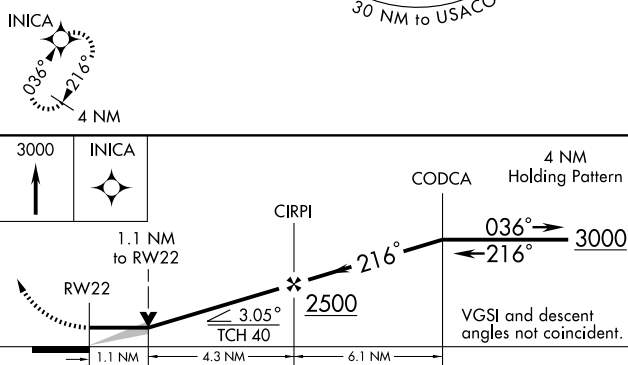
UNICOM  
123.0 (CTAF) **L**



ELEV 707



MIRL Rwy 4-22 **L**  
REIL Rwys 4 and 22



CATEGORY	A	B	C	D
LNAV MDA	1100-1 393 (400-1)			1100-1½ 393 (400-1½)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SPRINGFIELD, TENNESSEE

Orig 09183

SPRINGFIELD ROBERTSON COUNTY (M91)

36° 32' N-86° 55' W

RNAV (GPS) RWY 22

## TIPTONVILLE

**REELFOOT LAKE** (ØM2) 9 NE UTC-6(-5DT) N36°28.52' W89°20.78'

ST LOUIS

L-16H

289 B S4 NOTAM FILE MKL

RWY 01-19: H3500X75 (ASPH) S-25, D-37

RWY 01: PAPI(P2L)—GA 4.0°TCH 26'. Trees.

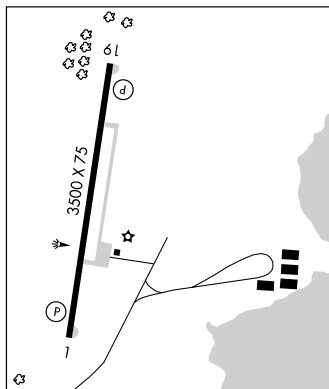
RWY 19: PAPI(P2L)—GA 4.0°TCH 31'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Maintain 2000 ft over Lake E of arpt (Federal Game Refuge). Rotating bcn OTS indef. Rwy 01 PAPI OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**MALDEN (L) VORTAC** 111.2 MAW Chan 49 N36°33.31'  
W89°54.69' 097° 27.7 NM to fld. 280/03E.



**TRAINER** N36°14.97' W88°24.92' NOTAM FILE MKL.

ST LOUIS

L-16I

NDB (MHW) 410 TIQ 017° 5.5 NM to Henry Co.

## TRENTON

**GIBSON CO** (TGC) 5 SE UTC-6(-5DT) N35°55.95' W88°50.94'

MEMPHIS

L-16H

IAP

359 B FUEL 100LL, JET A OX 1 NOTAM FILE MKL

RWY 01-19: H4800X75 (ASPH) S-30 MIRL

RWY 01: REIL. VASI(V2L). Trees.

RWY 19: REIL. VASI(V2L). Tree.

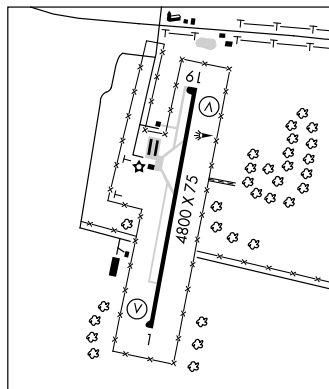
**AIRPORT REMARKS:** Attended Tue-Sat 1500-2300Z†, Sun 1900-2200Z†, clsd Mon. Rwy 01 VASI OTS indef. Rwy 19 REIL OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON 134.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

**DYERSBURG (L) VORTACW** 116.8 DYR Chan 115 N36°01.11'  
W89°19.06' 100° 23.4 NM to fld. 380/03E. HIWAS.





APP CRS **008°**  
 Rwy Idg **4800**  
 TDZE **359**  
 Apt Elev **359**

# RNAV (GPS) RWY 1

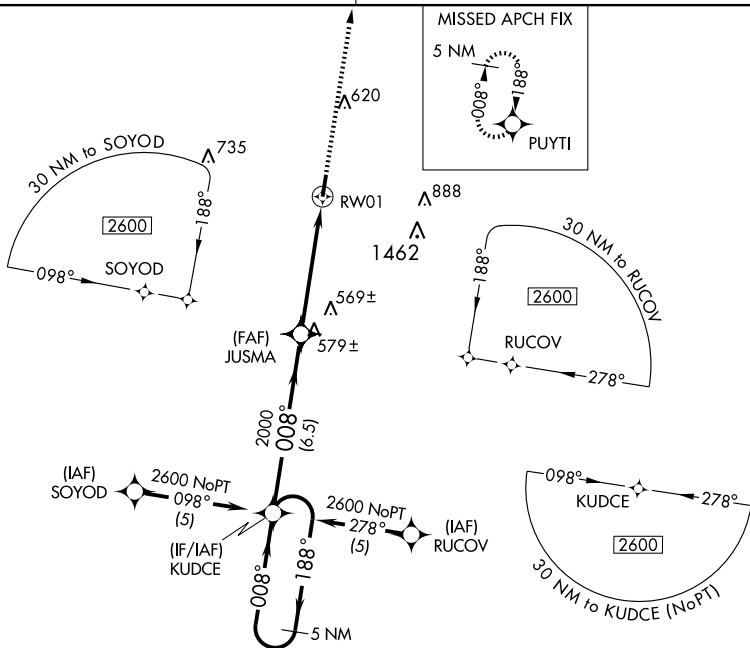
TRENTON /GIBSON COUNTY (TGC)

▼ Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.  
 ▲ NA Straight-in minimums NA at night. Circling to Rwy 1 NA at night.  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

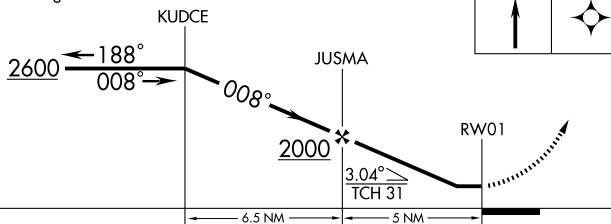
MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**122.8 (CTAF)**



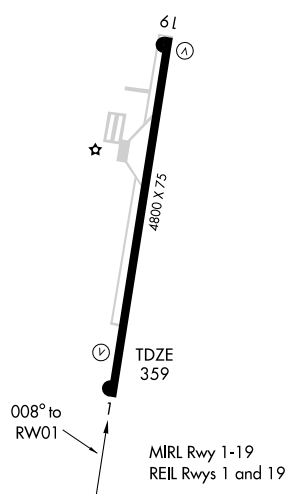
5 NM  
 Holding Pattern



ELEV 359

2600  
 PUYTI

CATEGORY	A	B	C	D
RNAV MDA	820-1 461 (500-1)	820-1½ 461 (500-1½)	820-1½ 461 (500-1½)	820-1½ 461 (500-1½)
CIRCLING	920-1 561 (600-1)	920-1½ 561 (600-1½)	920-2 561 (600-2)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
RNAV MDA	880-1 521 (600-1)	880-1½ 521 (600-1½)	880-1¾ 521 (600-1¾)	880-1¾ 521 (600-1¾)
CIRCLING	980-1 621 (700-1)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)	980-2 621 (700-2)



APP CRS	Rwy Idg	<b>4800</b>
<b>188°</b>	TDZE	<b>357</b>
	Apt Elev	<b>359</b>

## RNAV (GPS) RWY 19

TRENTON /GIBSON COUNTY (TGC)

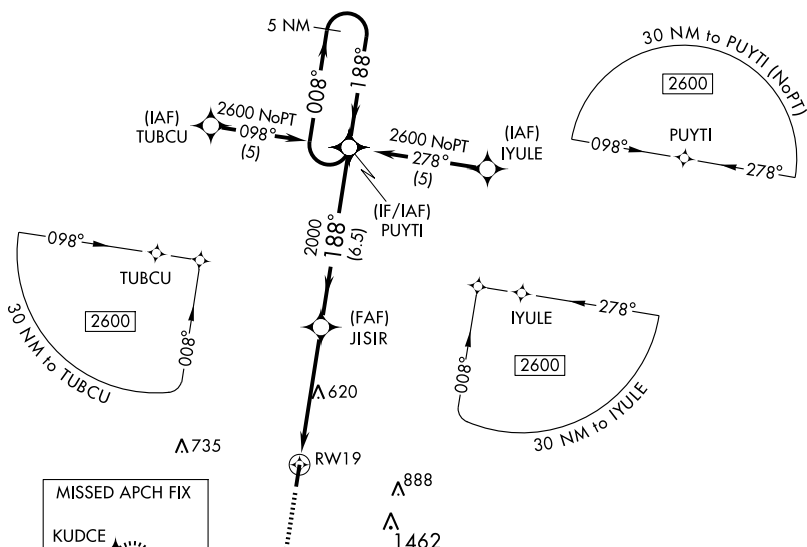


Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.  
Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA.  
VDP NA when using McKellar-Sipes Rgnl altimeter setting.

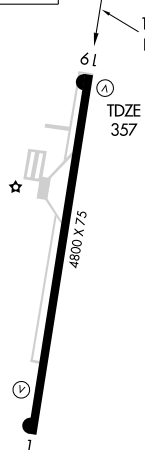
**MISSED APPROACH:** Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER  
134.65 316.15

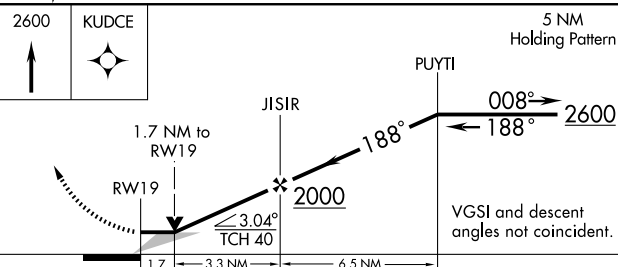
UNICOM  
122.8 (CTAF)



ELEV 359



MIRL Rwy 1-19  
REIL Rwy 1 and 19



CATEGORY	A	B	C	D
LNAV MDA	920-1 563 (600-1)		920-1½ 563 (600-1½)	920-1¾ 563 (600-1¾)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	980-1 623 (700-1)		980-1¾ 623 (700-1¾)	980-2 623 (700-2)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)

VORTAC DYR <b>116.8</b> Chan <b>115</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>359</b>
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VOR/DME-A

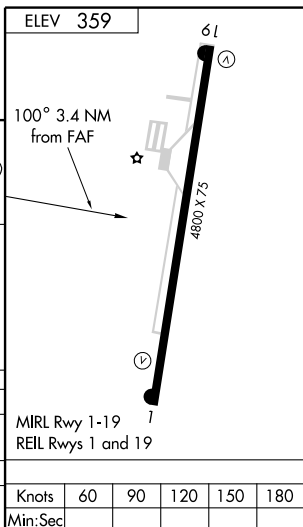
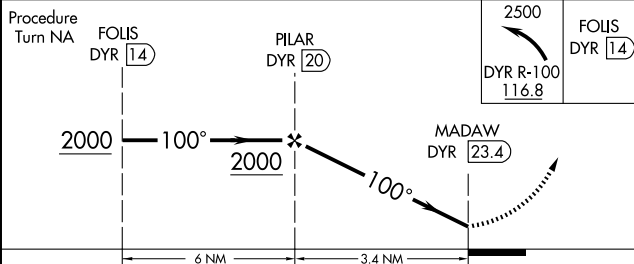
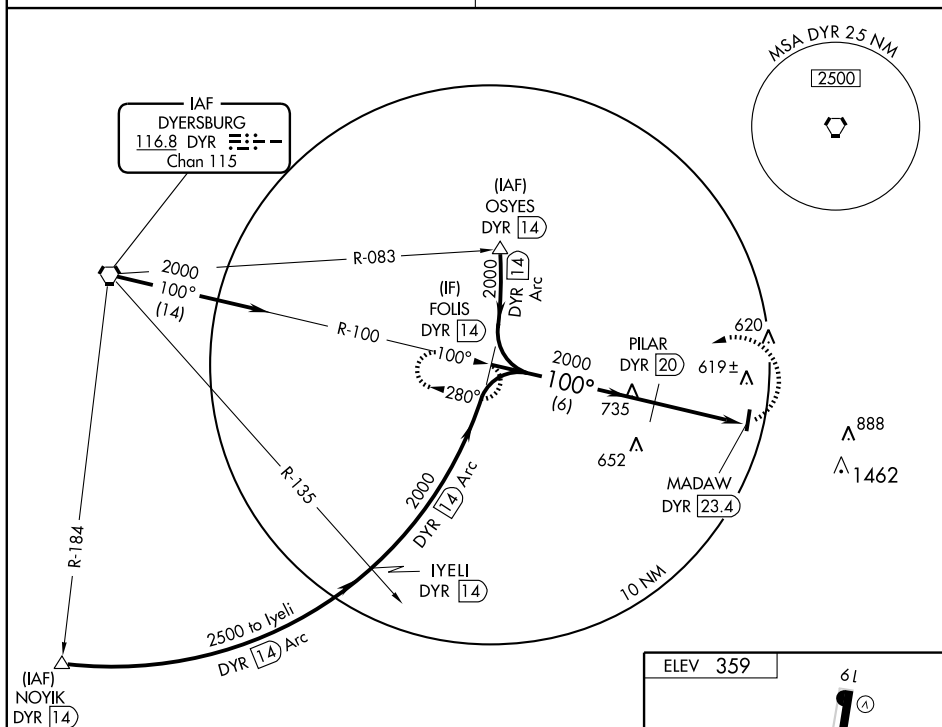
TRENTON /GIBSON COUNTY (TGC)

▼ Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.  
▲ NA

MISSED APPROACH: Climbing left turn to 2500 via DYR VORTAC R-100 to FOLIS/DYR 14 DME and hold.

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
CIRCLING	920-1 561 (600-1)	920-1¼ 561 (600-1¼)	920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	980-1 621 (700-1)	980-1¼ 621 (700-1¼)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)

MIRL Rwy 1-19  
REIL Rwy 1 and 19

Knots	60	90	120	150	180
Min:Sec					

APCH CRS  
**027°**

Rwy ldg **6000**  
TDZE **1065**  
Arpt Elev **1065**

AL-5731 [USAF]

ARNOLD AFB (AYX)

\* Circling not authorized W of Rwy 3-21.  
DME/DME RNP-0.3 NA

MISSED APPROACH: Turn left climbing to  
3100 direct HASGO and hold.

MEMPHIS CENTER  
**126.75 353.5**

ATIS/UNICOM ★  
**126.2 257.975**

FOR MILITARY  
USE ONLY

SHELBYVILLE  
109.0 SYI  
Chan 27



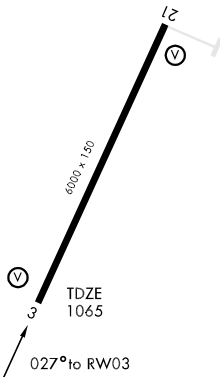
3100  
161  
(19.5)

(IAF)  
ZASEN

EMERG SAFE ALT 100 NM  
5600 FROM RW03

ELEV 1065

HIRL Rwy 3-21



△  
1291

△  
1283

NoPT  
3100  
117°  
(6)

HASGO

Max holding  
265 KIAS

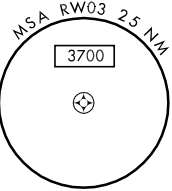
5 NM  
207°  
027°

2400  
027°  
(6)

△  
1382

RW03

1125



ZASEN

HASGO

WINOX

3100

HASGO

1.2 NM  
to RW03

RW03

2.81°  
TCH 45

CATEGORY	A		B		C	D
LNAV MDA	1500-1	435 (500-1)	1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)	1500-1½ 435 (500-1½)	1500-1½ 435 (500-1½)
CIRCLING*	1500-1	435 (500-1)	1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)		

APCH CRS  
207°

Rwy Idg  
TDZE  
Arpt Elev

6000  
1065  
1065

AL-5731 [USAF]

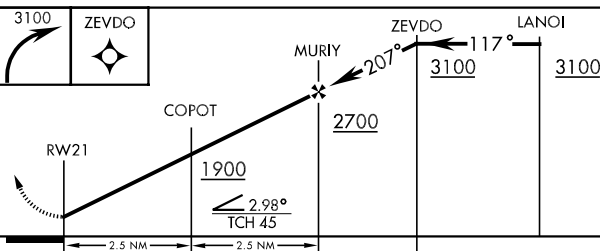
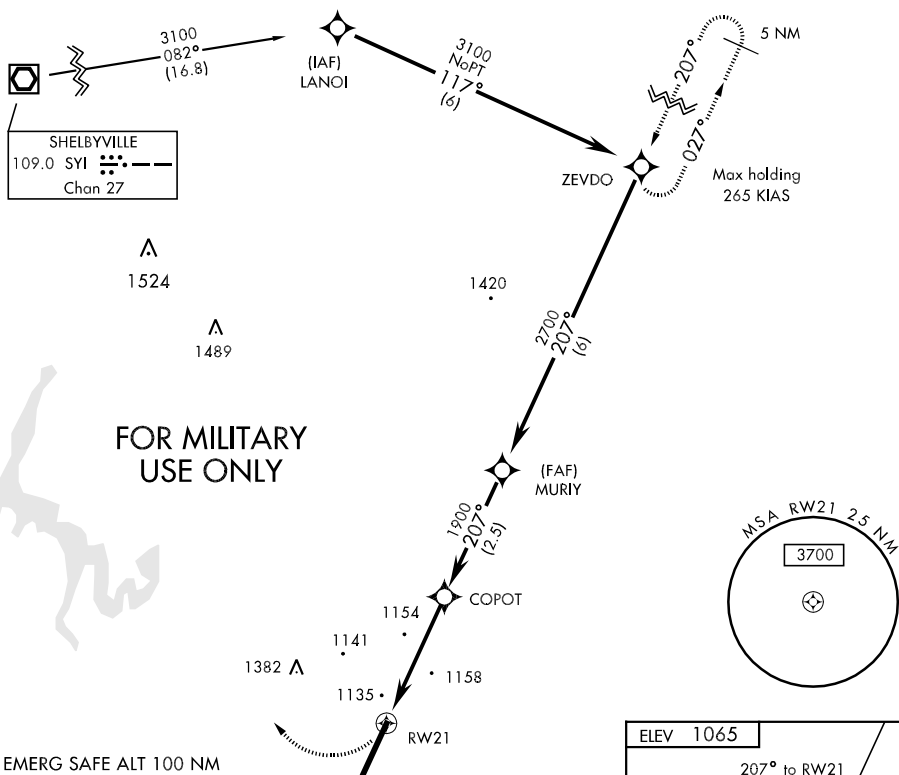
ARNOLD AFB (AYX)

\* Circling not authorized W of Rwy 3-21.  
DME/DME RNP-0.3 NA

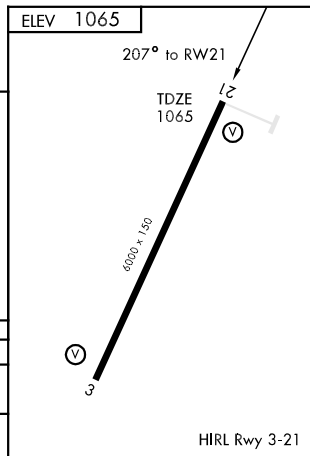
MISSED APPROACH: Turn right climbing to  
3100 direct ZEVD0 and hold.

MEMPHIS CENTER  
126.75 353.5

ATIS/UNICOM ★  
126.2 257.975



CATEGORY	A	B	C	D
RNAV MDA	1500-1 435 (500-1)	1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1 435 (500-1)	1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)	



VOR UXM <b>109.65</b>	APCH CRS <b>088°</b>	Rwy Idg TDZE Arpt Elev	<b>6000</b> <b>1065</b> <b>1065</b>
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AL-5731 [USAF]

ARNOLD AFB

(AYX)

MISSED APPROACH: Climb to 2100. Then turn left direct UXM VOR and hold. Maintain 3400.

MEMPHIS CENTER  
**126.75 353.5**ATIS/UNICOM ★  
**126.2 257.975**FOR MILITARY  
USE ONLYSHELBYVILLE  
109.0 SYI ---  
Chan 27

A 1421

3400  
142°  
(1.4.4)IAF  
TULLAHOMA  
109.65 UXM ---

A 1749

A 1232

A 1382 1158

A 1381

A 1430

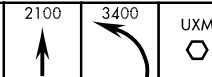
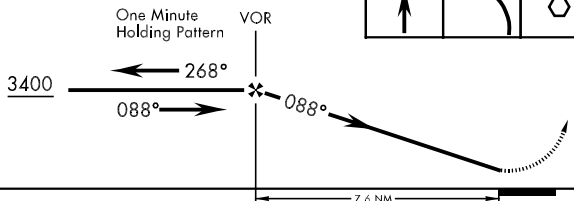
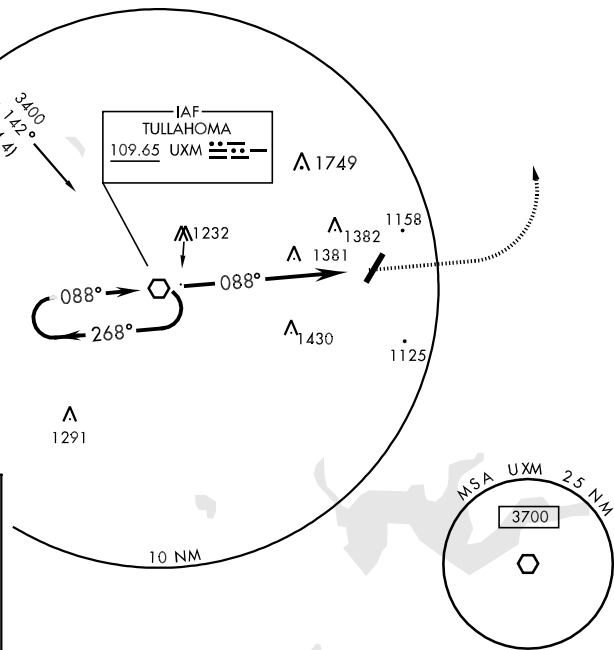
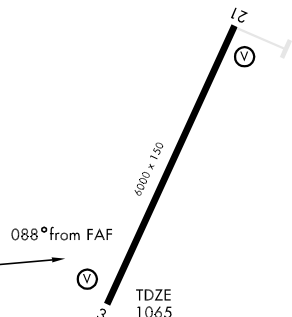
1125

A 1291

EMERG SAFE ALT 100 NM  
5600 FROM UXM

ELEV 1065

HIRL Rwy 3-21



FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

CATEGORY	A	B	C	D
CIRCLING	1740-1 675 (700-1)		1740-2 675 (700-2)	1740-2 1/4 675 (700-2 1/4)

TULLAHOMA, TENNESSEE

35°24'N-86°05'W

ARNOLD AFB

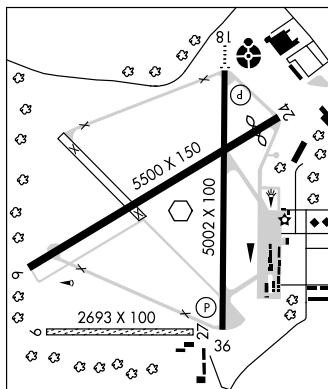
(AYX)

Orig 10126

**TULLAHOMA RGNL ARPT/WM NORTHERN FLD** (THA) 2 NW UTC-6(-5DT)

ATLANTA  
H-6K, 9A, L-16J  
IAP

N35°22.80' W86°14.80'  
1083 B S4 FUEL 100, JET A NOTAM FILE BNA  
RWY 06-24: H5500X150 (ASPH-CONC)  
RWY 06: Tree. RWY 24: Thld dsplcd 501'. Tree.  
RWY 18-36: H5002X100 (ASPH-CONC) S-37 MIRL  
RWY 18: ODALS. REIL. PAPI(P2L)—GA 3.25° TCH 34'. Trees.  
RWY 36: REIL. PAPI(P2L)—GA 2.75° TCH 48'. Tree.  
RWY 09-27: 2693X100 (TURF)  
RWY 09: Trees. RWY 27: Trees.  
AIRPORT REMARKS: Attended dalgt hrs. Geese and deer on and invof  
arpt. ACTIVATE MIRL Rwy 18-36 and ODALS Rwy 18—CTAF.  
WEATHER DATA SOURCES: AWOS-3 128.325 (931) 454-2052.  
COMMUNICATIONS: CTAF/UNICOM 123.0  
MEMPHIS CENTER APP/DEP CON 126.75  
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.  
SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'  
W86°26.35' 140° 14.4 NM to fld. 814/01W.  
(T) VORW 109.65 UXM N35°22.83' W86°14.75' at fld.  
BURWI NDB (MHW) 332 ULH N35°27.70' W86°14.50' 186°  
4.9 NM to fld. Unmonitored 0000-1400Z†.  
SDF 110.9 THA Rwy 18. Unmonitored 0000-1400Z†.

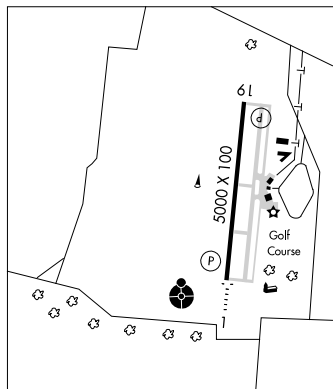


**UNION CITY**

**EVERETT-STEWART RGNL** (UCY) 4 SE UTC-6(-5DT) N36°22.91' W88°59.13'

ST LOUIS  
H-6J, L-16H  
IAP

336 B S4 FUEL 100LL, JET A NOTAM FILE MKL  
RWY 01-19: H5000X100 (ASPH) S-45, D-60 MIRL 0.5% up S  
RWY 01: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 27'. Tank.  
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 27'. P-line.  
AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1300-0100Z†, Sun  
1830-2300Z†, Nov-Mar Mon-Sat 1300-2300Z†, Sun  
1830-2300Z†. Aerobatic activity invof arpt. If sfc winds favor Rwy  
01, rgt tfc for that rwy in effect when aerobatic area is active.  
ACTIVATE ODALS Rwy 01—CTAF.  
WEATHER DATA SOURCES: AWOS-3 135.325 (731) 885-9161.  
COMMUNICATIONS: CTAF/UNICOM 122.7  
Ⓡ MEMPHIS CENTER APP/DEP CON 133.65  
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.  
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'  
W89°19.06' 033° 27.1 NM to fld. 380/03E. HIWAS.  
OBION NDB (MHW/LOM) 212 UC N36°17.86' W88°59.69'  
005° 5.1 NM to fld. NOTAM FILE MKL. Unmonitored.  
ILS 109.7 I-UCY Rwy 01. LOM OBION NDB.



**UPPER CUMBERLAND RGNL** (See SPARTA)

**VERONA** N35°30.03' W86°48.58' NOTAM FILE MKL.  
NDB (MHW) 251 LUG at Ellington. Unmonitored 0100-1300Z†.

ATLANTA  
L-16J

**VOLUNTEER** N35°54.29' W83°53.68' NOTAM FILE TYS.  
(H) VORTAC 116.4 VXV Chan 111 224° 7.4 NM to Mc Ghee Tyson. 1290/03W. HIWAS  
RCO 122.1R 116.4T (NASHVILLE RADIO)

ATLANTA  
H-9B, 12G, L-25B

**WALTER HILL** N35°57.67' W86°22.26' NOTAM FILE BNA.  
NDB (MHW) 371 FQW 186° 5.0 NM to Murfreesboro Muni.

ATLANTA  
L-16J

**WARREN CO MEML** (See McMINNVILLE)

**WARRI** N35°45.15' W85°45.85' NOTAM FILE BNA.  
NDB (MHW) 209 RN 232° 5.1 NM to Warren Co Meml. NDB unmonitored.

ATLANTA  
L-25B

NDB ULH	APP CRS	Rwy Idg	5002
<b>332</b>	<b>184°</b>	TDZE	1082
		Apt Elev	1083

**NDB RWY 18**

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)



If local altimeter setting not received, use Nashville  
altimeter setting and increase all MDAs 200 feet.  
Inoperative table does not apply to Cat C.

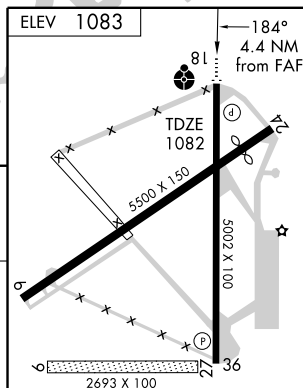
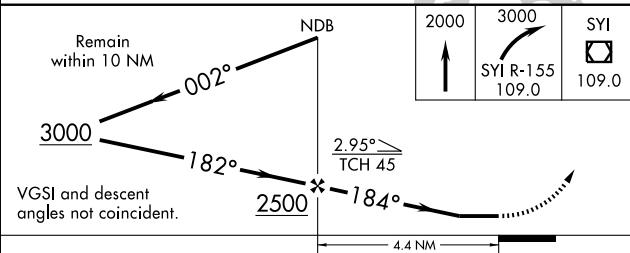
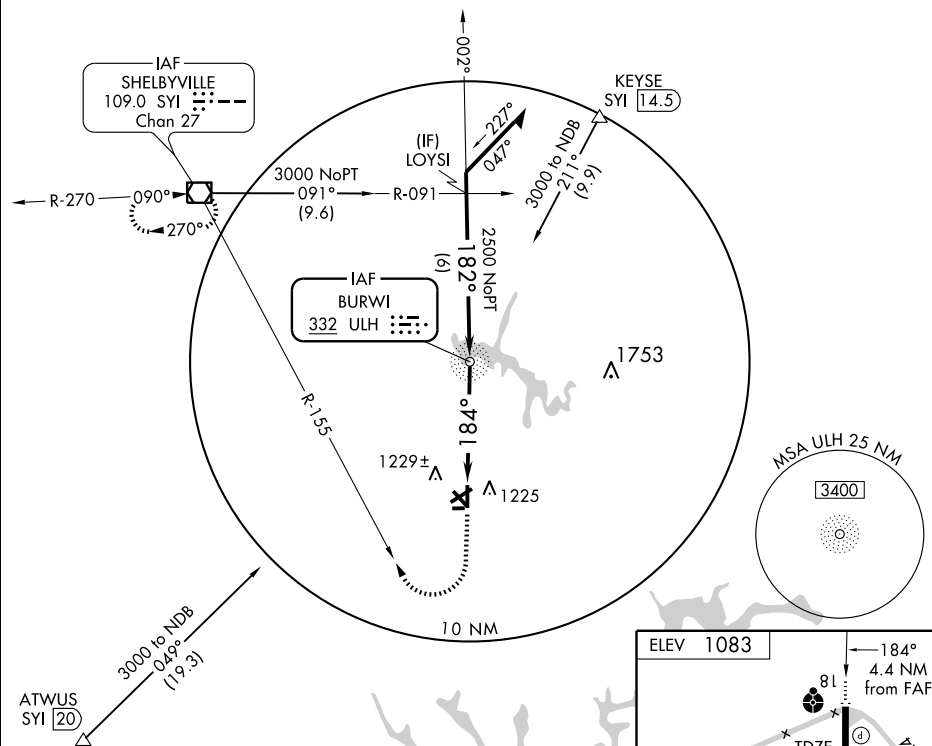


MISSED APPROACH: Climb to 2000 then  
climbing right turn to 3000 via SYI R-155  
to SYI VOR/DME and hold.

AWOS-3  
**128.325**

MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
S-18	1540-3/4 458 (500-3/4)		1540-1 1/4 458 (500-1 1/4)	1540-1 1/2 458 (500-1 1/2)
CIRCLING	1540-1 457 (500-1)		1540-1 1/2 457 (500-1 1/2)	1640-2 557 (600-2)

MIRL Rwy 18-36					
REIL Rwy 18 and 36					
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



APP CRS **061°**  
 Rwy Idg **5500**  
 TDZE **1082**  
 Apt Elev **1083**

# RNAV (GPS) RWY 6

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)



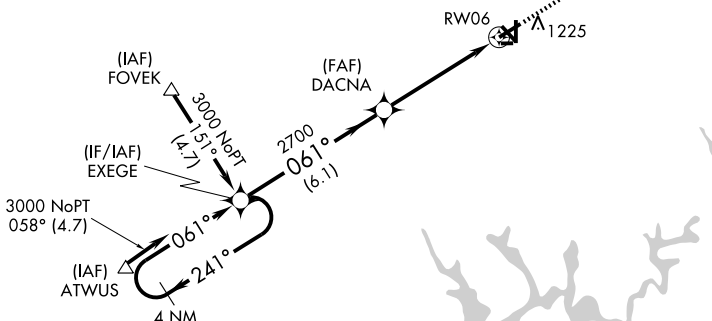
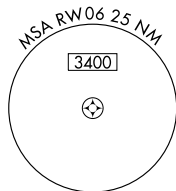
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct IDEYA and hold.

AWOS-3  
**128.325**

MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**123.0 (CTAF)**



ELEV 1083

4 NM  
 Holding Pattern

3000

241°

061°

EXEGE

DACNA

2700

1.2 NM  
 to RW06

3.00°  
 TCH 45

1.2  
 NM

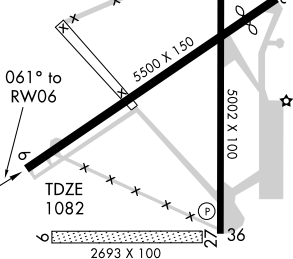
6.1 NM

3.8 NM

1.2

3000

IDEYA



CATEGORY	A	B	C	D
RNAV MDA	1500-1	418 (500-1)	1500-1½	418 (500-1½)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36  
 REIL Rws 18 and 36

APP CRS	Rwy Idg	<b>5002</b>
<b>183°</b>	TDZE	<b>1082</b>
	Apt Elev	<b>1083</b>

## RNAV (GPS) RWY 18

TULLAHOMA RGNL AIRPORT / WM NORTHERN FIELD (THA)



DME/DME RNP-0.3 NA. Inoperative table does not apply. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

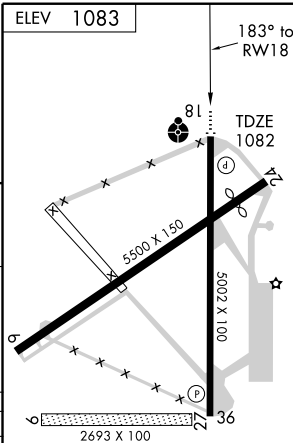
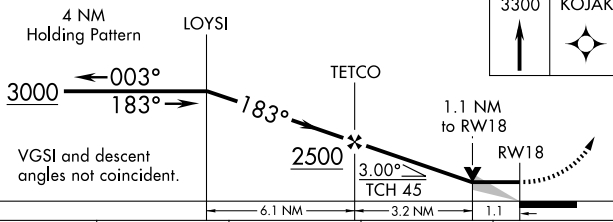
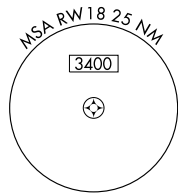
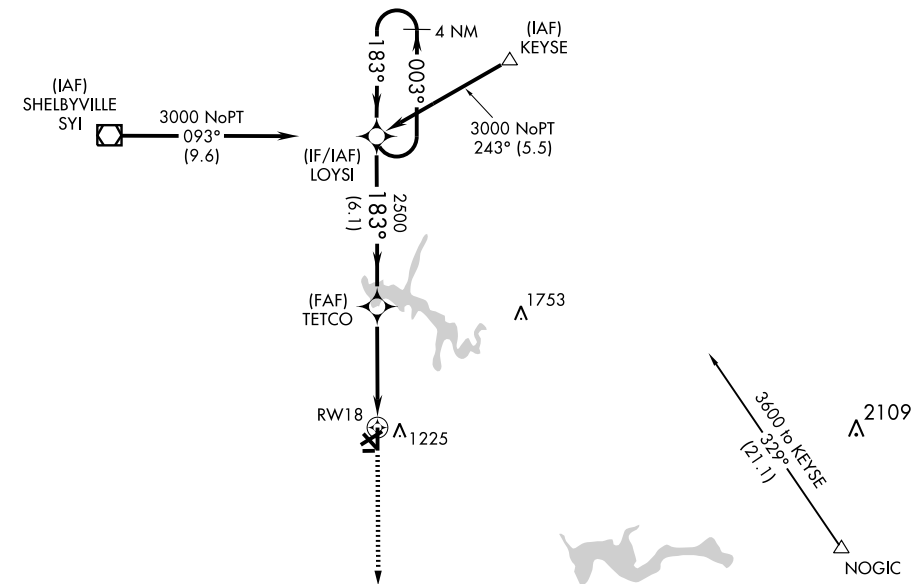


**MISSED APPROACH:**  
Climb to 3300 direct  
KOJAK and hold.

AWOS-3  
128.325

MEMPHIS CENTER  
126.75 353.5

UNICOM  
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

TULLAHOMA, TENNESSEE  
Orig-A 09295

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

35° 23'N-86° 15'W

RNAV (GPS) RWY 18

MIRL Rwy 18-36 **L**  
REIL Rwy 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

APP CRS  
**241°**

Rwy Idg **4999**  
TDZE **1082**  
Apt Elev **1083**

**RNAV (GPS) RWY 24**

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

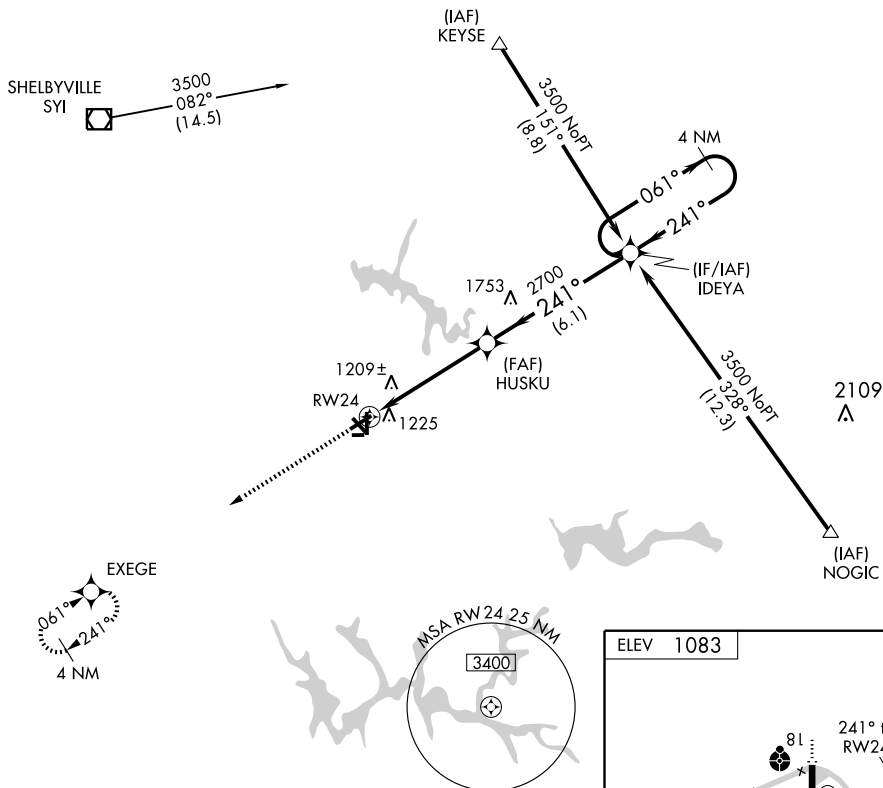
**▼** DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27  
**▲ NA** NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to  
3000 direct EXEGE and hold.

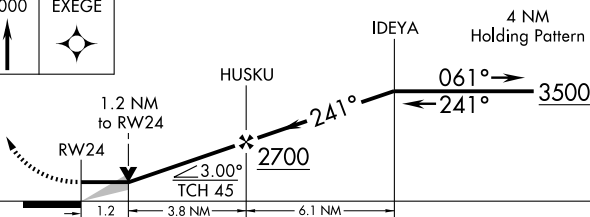
AWOS-3  
**128.325**

MEMPHIS CENTER  
**126.75 353.5**

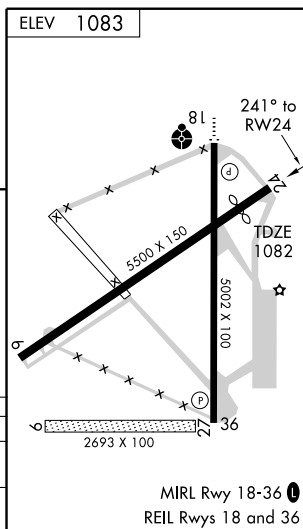
UNICOM  
**123.0 (CTAF) 0**



3000  
↑  
EXEGE



CATEGORY	A	B	C	D
RNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)



MIRL Rwy 18-36 0  
REIL Rwy 18 and 36

APP CRS **003°**  
 Rwy Idg **5002**  
 TDZE **1082**  
 Apt Elev **1083**

# RNAV (GPS) RWY 36

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

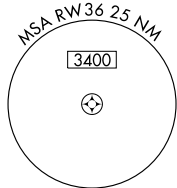
**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimum NA at night. Circling to Rwy 9-27 NA at night. VDP NA when using Nashville altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct LOYSI and hold.

AWOS-3  
**128.325**

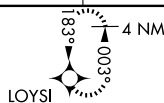
MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**123.0 (CTAF) 0**



SHELBYVILLE  
 SYI

3300 to KOJAK  
 (24.2)



△ 1753

△ 1225  
 RW36

(FAF)  
 WEKSI

ATWUS

3300  
 110°  
 (9.2)

(IAF) RACSO  
 3300 NoPT  
 093°  
 (5)

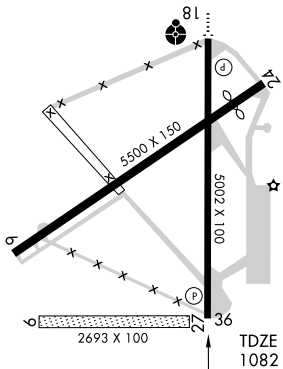
(IF/IAF) KOJAK  
 2700  
 003°  
 (6.1)

3300 NoPT  
 273°  
 (5)

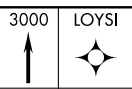
(IAF) NONCI  
 3600  
 273°  
 (24.5)

△ TOBAY

ELEV 1083



MIRL Rwy 18-36 0  
 REIL Rwy 18 and 36



1.3 NM to RW36  
 RW36  
 3.00°  
 TCH 45

WEKSI  
 2700

6.1 NM

KOJAK 4 NM Holding Pattern

183° → 3300  
 ← 003°

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1480-1	398 (400-1)	1480-1½ 398 (400-1½)	1480-1½ 398 (400-1½)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

TULLAHOMA, TENNESSEE  
 Orig 09295

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)  
 35° 23'N-86° 15'W  
**RNAV (GPS) RWY 36**

SDF THA	APP CRS	Rwy Idg	<b>5002</b>
<b><u>110.9</u></b>	<b>183°</b>	TDZE	<b>1082</b>
		Apt Elev	<b>1083</b>

SDF RWY 18  
TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

**T** When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase S-18 Cat C visibility  $\frac{3}{4}$  mile, Cat D  $\frac{1}{2}$  mile and Circling Cat C visibility  $\frac{1}{4}$  mile, Cat D  $\frac{1}{2}$  mile. Inoperative table does not apply to S-18 Cat C when using Nashville Intl altimeter setting.

ODALS

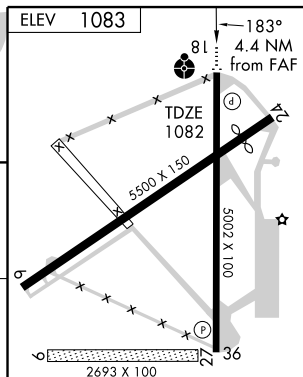
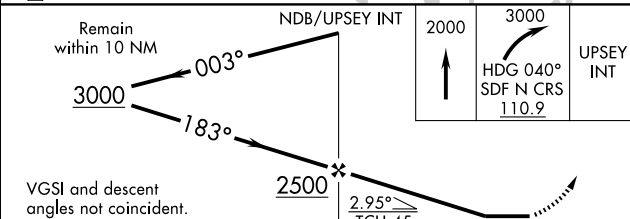
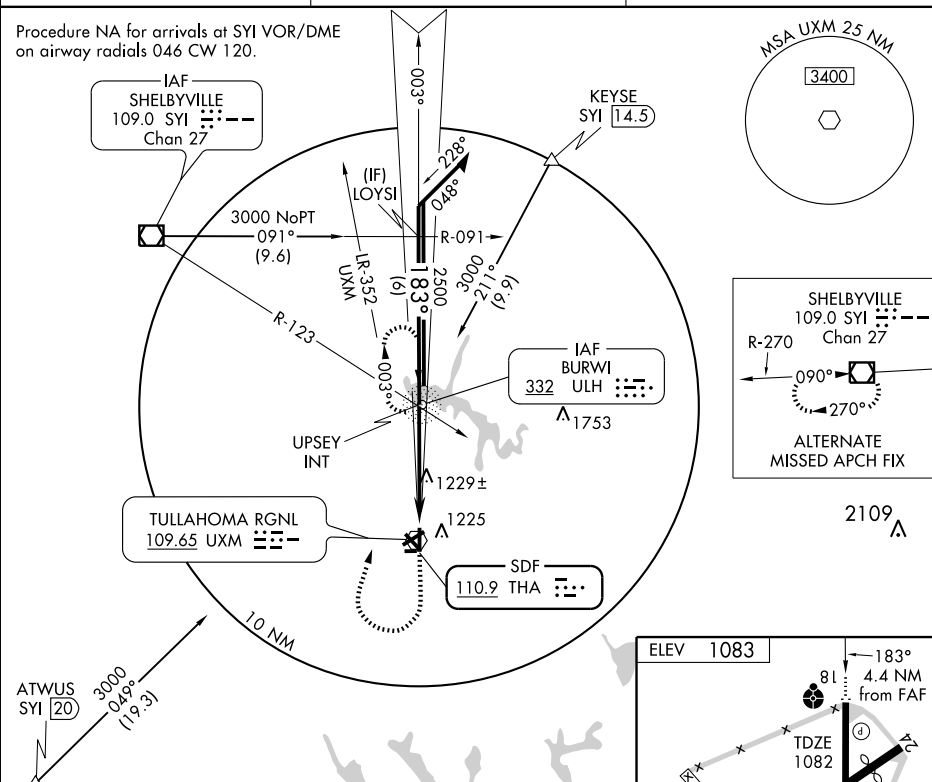
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via heading 040° and THA SDF N course to UPSEY INT and hold.

AWOS-3  
128.325

MEMPHIS CENTER  
126.75 353.5

UNICOM  
123.0 (CTAF) **L**

Procedure NA for arrivals at SYI VOR/DME  
on airway radials 046 CW 120.



CATEGORY	A	B	C	D	MIRL Rwy 18-36 REIL Rwy 18 and 36 FAF to MAP 4.4 NM					
S-18	1480-¾ 398 (400-¾)			1480-1¼ 398 (400-1¼)						
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

TULLAHOMA, TENNESSEE  
Amdt 5 09295

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

35° 23'N-86° 15'W

SDF RWY 18

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

VOR UXM	APP CRS	Rwy Idg	5500
<u>109.65</u>	<u>069°</u>	TDZE	1082
		Apt Elev	1083

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

VOR RWY 6

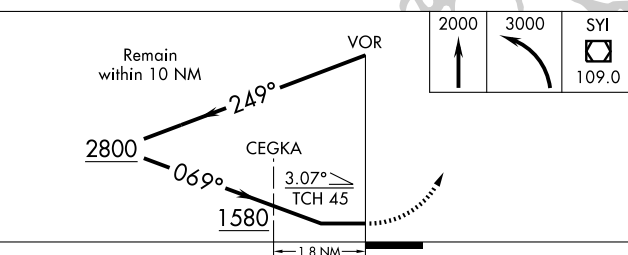
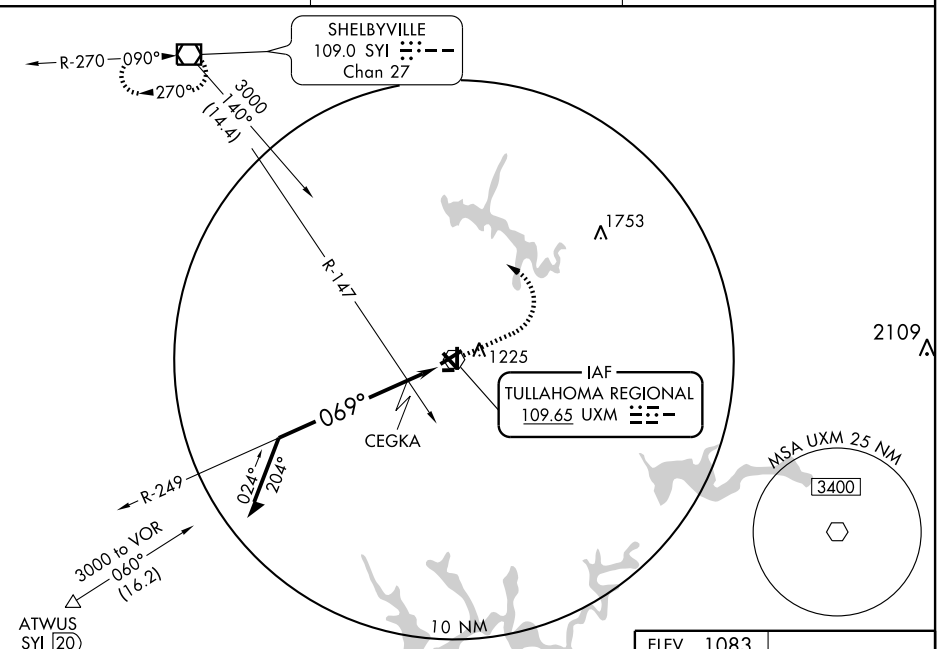
▼  
▲ NA  
If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. CEGKA Fix minimums NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

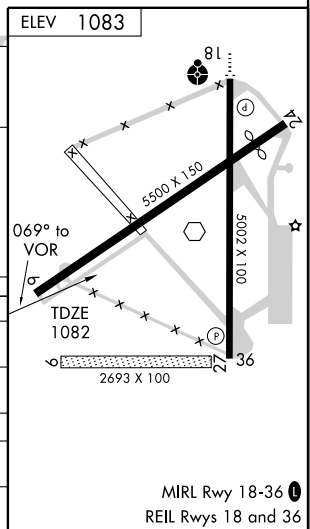
AWOS-3  
**128.325**

MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
S-6	1580-1	498 (500-1)	1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1580-1	497 (500-1)	1580-1½ 497 (500-1½)	1640-2 557 (600-2)
CEGKA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-6	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)



VOR UXM **109.65**  
 APP CRS **232°**  
 Rwy Idg **4999**  
 TDZE **1082**  
 Apt Elev **1083**

**VOR RWY 24**  
 TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

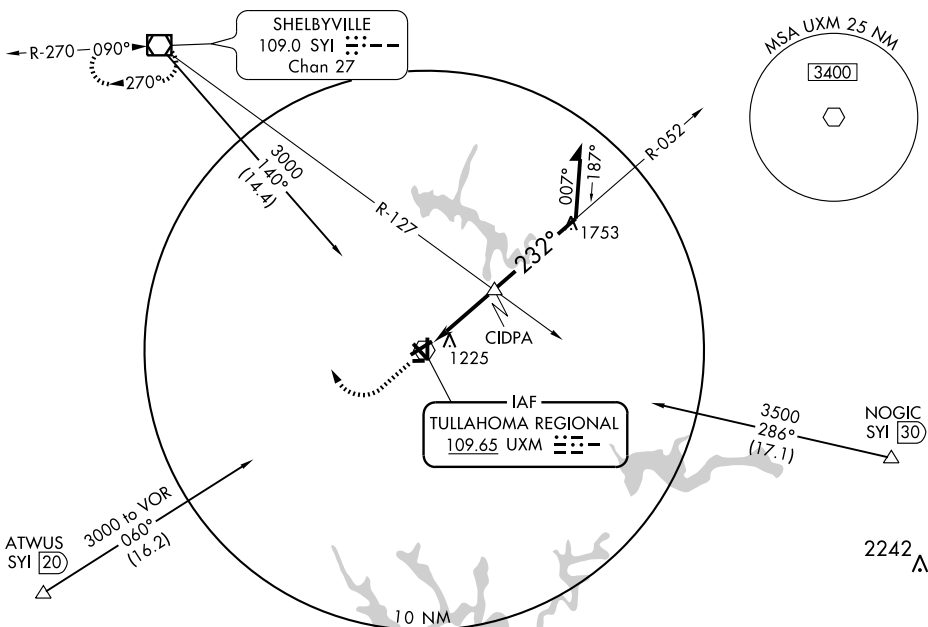
**V** NA  
 If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SYI VOR/DME and hold.

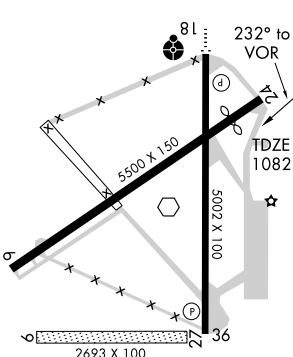
AWOS-3  
**128.325**

MEMPHIS CENTER  
**126.75 353.5**

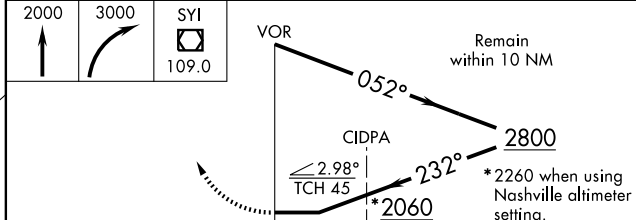
UNICOM  
**123.0 (CTAF) 1**



ELEV **1083**



MIRL Rwy 18-36  
 REIL Rws 18 and 36



CATEGORY	A	B	C	D
S-24	2060-1¼ 978 (1000-1¼)	2060-1½ 978 (1000-1½)	2060-3	978 (1000-3)
CIRCLING	2060-1¼ 977 (1000-1¼)	2060-1½ 977 (1000-1½)	2060-3	977 (1000-3)
CIDPA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-24	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

TULLAHOMA, TENNESSEE  
 Orig-B 09295

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)  
 35° 23'N-86° 15'W  
**VOR RWY 24**

**TULLAHOMA RGNL ARPT/WM NORTHERN FLD** (THA) 2 NW UTC-6(-5DT)

ATLANTA  
H-6K, 9A, L-16J  
IAP

N35°22.80' W86°14.80'

1083 B S4 FUEL 100, JET A NOTAM FILE BNA

RWY 06-24: H5500X150 (ASPH-CONC)

RWY 06: Tree. RWY 24: Thld dsplcd 501'. Tree.

RWY 18-36: H5002X100 (ASPH-CONC) S-37 MIRL

RWY 18: ODALS. REIL. PAPI(P2L)—GA 3.25° TCH 34'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 2.75° TCH 48'. Tree.

RWY 09-27: 2693X100 (TURF)

RWY 09: Trees. RWY 27: Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 18-36 and ODALS Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (931) 454-2052.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

MEMPHIS CENTER APP/DEP CON 126.75

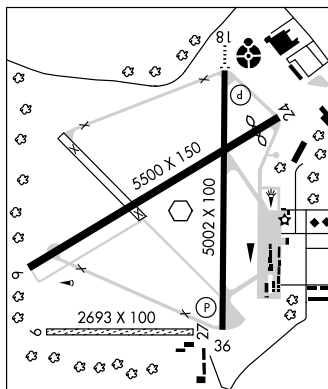
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72' W86°26.35' 140° 14.4 NM to fld. 814/01W.

(T) VORW 109.65 UXM N35°22.83' W86°14.75' at fld.

BURWI NDB (MHW) 332 ULH N35°27.70' W86°14.50' 186° 4.9 NM to fld. Unmonitored 0000-1400Z†.

SDF 110.9 THA Rwy 18. Unmonitored 0000-1400Z†.



**UNION CITY**

**EVERETT-STEWART RGNL** (UCY) 4 SE UTC-6(-5DT) N36°22.91' W88°59.13'

ST LOUIS  
H-6J, L-16H  
IAP

336 B S4 FUEL 100LL, JET A NOTAM FILE MKL

RWY 01-19: H5000X100 (ASPH) S-45, D-60 MIRL 0.5% up S

RWY 01: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 27'. Tank.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 27'. P-line.

**AIRPORT REMARKS:** Attended Apr-Oct Mon-Sat 1300-0100Z†, Sun 1830-2300Z†, Nov-Mar Mon-Sat 1300-2300Z†, Sun 1830-2300Z†. Aerobatic activity invof arpt. If sfc winds favor Rwy 01, rgt tfc for that rwy in effect when aerobatic area is active. ACTIVATE ODALS Rwy 01—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.325 (731) 885-9161.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

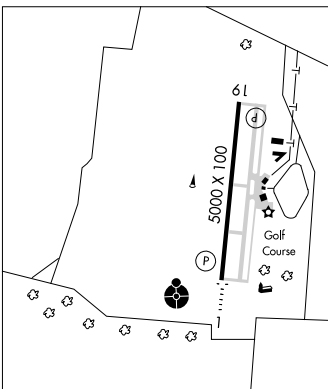
Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11' W89°19.06' 033° 27.1 NM to fld. 380/03E. HIWAS.

OBION NDB (MHW/LOM) 212 UC N36°17.86' W88°59.69' 005° 5.1 NM to fld. NOTAM FILE MKL. Unmonitored.

ILS 109.7 I-UCY Rwy 01. LOM OBION NDB.



**UPPER CUMBERLAND RGNL** (See SPARTA)

**VERONA** N35°30.03' W86°48.58' NOTAM FILE MKL.

ATLANTA  
L-16J

NDB (MHW) 251 LUG at Ellington. Unmonitored 0100-1300Z†.

**VOLUNTEER** N35°54.29' W83°53.68' NOTAM FILE TYS.

ATLANTA  
H-9B, 12G, L-25B

(H) VORTAC 116.4 VXV Chan 111 224° 7.4 NM to Mc Ghee Tyson. 1290/03W. HIWAS

RCO 122.1R 116.4T (NASHVILLE RADIO)

**WALTER HILL** N35°57.67' W86°22.26' NOTAM FILE BNA.

ATLANTA  
L-16J

NDB (MHW) 371 FQW 186° 5.0 NM to Murfreesboro Muni.

**WARREN CO MEML** (See McMINNVILLE)

**WARRI** N35°45.15' W85°45.85' NOTAM FILE BNA.

ATLANTA  
L-25B

NDB (MHW) 209 RN 232° 5.1 NM to Warren Co Meml. NDB unmonitored.



LOC I-UCY <b>109.7</b>	APP CRS <b>006°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>335</b> <b>335</b>
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ILS or LOC RWY 1

UNION CITY/EVERETT-STEWART RGNL (UCY)

**▼** Inoperative table does not apply to S-LOC 1  
**▲ NA** Cat. C.

ODALS



MISSED APPROACH: Climb to 1300 then climbing  
right turn to 2500 direct OBION LOM and hold.

AWOS-3  
**135.325**

MEMPHIS CENTER  
**133.65 292.15**

UNICOM  
**122.7 (CTAF) 0**

## ADF REQUIRED

MSA UC 25 NM

2500



1193

Λ 679±

Λ 638

LOCALIZER 109.7

I-UCY



LOM/IAF  
OBION  
212 UC

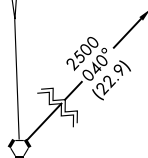


DYERSBURG

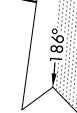
116.8 DYR



Chan 115



10 NM



186°  
051°

Remain  
within 10 NM

LOM

186°

1876

2000

006°

VGSI and ILS glidepath  
not coincident.

GS 3.00°  
TCH 39

1900

4.7 NM

1300

2500



212

ELEV 335

MIRL Rwy 1-19  
REIL Rws 1 and 19

61

5000 x 100

TDZE 335



006° 4.7 NM  
from FAF

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 1	535-3/4 200 (200-3/4)			
S-LOC 1	760-3/4 425 (500-3/4)	760-1 1/4 425 (500-1 1/4)		
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1 1/2 465 (500-1 1/2)	900-2 565 (600-2)

WAAS CH <b>40099</b> <b>W01A</b>	APP CRS <b>006°</b>	Rwy Idg <b>5000</b> TDZE <b>335</b> Apt Elev <b>335</b>
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## RNAV (GPS) RWY 1

UNION CITY/EVERETT-STEWART RGNL (UCY)



DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV.  
If local altimeter setting not received, use Dyersburg Rgnl altimeter  
setting and increase all DA/MDAs 80 feet.  
VDP NA with Dyersburg Rgnl altimeter setting.

ODALS

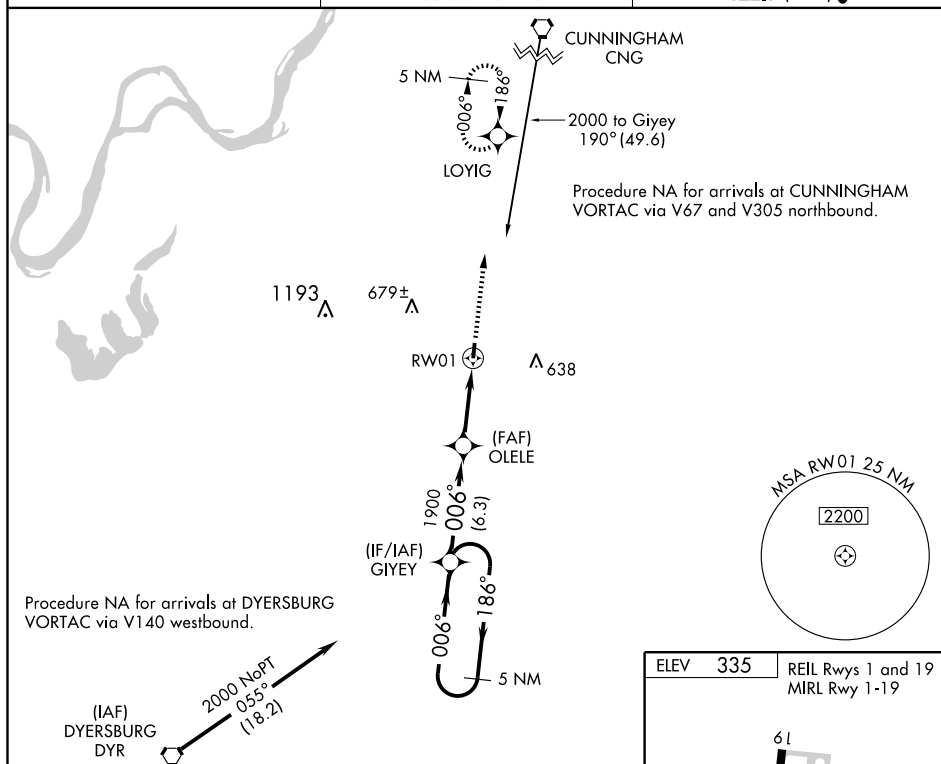


MISSED APPROACH: Climb to  
2900 direct LOYIG and hold.

AWOS-3  
**135.325**

MEMPHIS CENTER  
**133.65 292.15**

UNICOM  
**122.7 (CTAF) 0**



ELEV <b>335</b>	REIL Rwy 1 and 19 MIRL Rwy 1-19
-----------------	------------------------------------

5 NM Holding Pattern			GIYGY	OLELE	2900 ↑	LOYIG ✦
			006°	190°		
			6.3 NM	3.7 NM	1.1	
CATEGORY	A	B	C	D		
LPV DA	585-¾		250 (300-¾)			
LNAV/ VNAV DA	NA					
LNAV MDA	700-¾ 365 (400-¾)			700-1¼ 365 (400-1¼)		
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)		

UNION CITY, TENNESSEE

Orig 08101

UNION CITY/EVERETT-STEWART RGNL (UCY)

36° 23'N-88° 59'W

RNAV (GPS) RWY 1

APP CRS **186°**  
Rwy Idg **5000**  
TDZE **320**  
Apt Elev **335**

# RNAV (GPS) RWY 19

UNION CITY/EVERETT-STEWART RGNL (UCY)

**▼** Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Dyersburg Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GIYEV and hold.

AWOS-3  
**135.325**

MEMPHIS CENTER  
**133.65 292.15**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals at CUNNINGHAM VORTAC via V67 and V305 northbound.

(IAF) CUNNINGHAM CNG

1217 **▲**

5 NM

2900 NoPT  
193° (26.7)

(IF/IAF) LOYIG

2000 (6)

(FAF) UKIKE

513±

459±

RW19

POTYI  
2.6 NM to RW19

▲ 638

1193 **▲**

2000 to Loyig  
028° (37.5)

DYERSBURG DYR

GIYEV

006° 186°  
5 NM



ELEV 335

TDZE 320

61

186° to RW19

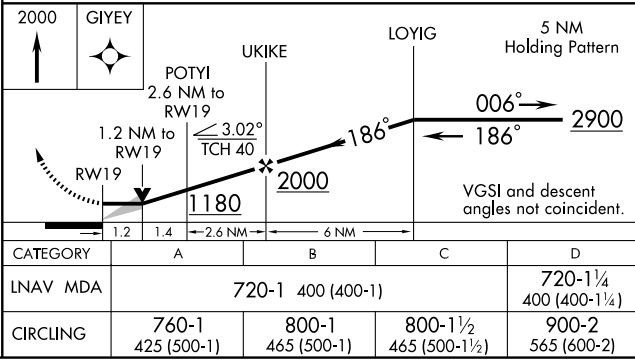
0.5% UP

5000 X 100

424

1

REIL Rwy 1 and 19  
MIRL Rwy 1-19



VORTAC DYR <b>116.8</b> Chan <b>115</b>	APP CRS <b>033°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>335</b>
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**VOR/DME-A**

UNION CITY/EVERETT-STEWART RGNL (UCY)

**V** When local altimeter setting not received, use Dyersburg  
**NA** Rgnl altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climbing right turn to 2500 via DYR  
 VORTAC R-033 to MAZOO/14 DME and hold.

AWOS-3  
**135.325**

MEMPHIS CENTER  
**133.65 292.15**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals on  
 DYR VORTAC airway radials  
 018 CW 083

IAF  
 DYERSBURG  
 116.8 DYR  
 Chan 115

2000  
 033°  
 (114)

△ 1193

△ 679±

CUDPU  
 DYR [26.7]

△ 529±

HIVES  
 DYR [21.7]

(IF)  
 MAZOO  
 DYR [14]

10 NM

MSA DYR 28 NM

2500

ELEV 335

REIL Rwy 1 and 19  
 MIRL Rwy 1-19

6L

0.5 % UP

5000 X 100

☆ 424

Procedure  
 Turn NA

VORTAC

2000

033°

MAZOO  
 DYR [14]

HIVES  
 DYR [21.7]

2500

DYR R-033  
 116.8

MAZOO  
 DYR [14]

CUDPU  
 DYR [26.7]

033° 5 NM  
 from FAF

14 NM

7.7 NM

5 NM

CATEGORY

A

B

C

D

CIRCLING

780-1

445 (500-1)

800-1¼

465 (500-1¼)

800-1½

465 (500-1½)

900-2

565 (600-2)

Knots

60

90

120

150

180

Min:Sec

UNION CITY, TENNESSEE

Amdt 8 07354

UNION CITY/EVERETT-STEWART RGNL (UCY)

36° 23'N-88° 59'W

**VOR/DME-A**

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

**WAVERLY** N36°06.97' W87°44.48' NOTAM FILE MKL.

NDB (MHW) 329 AEY at Humphreys Co.

ST LOUIS

L-161

**WAVERLY****HUMPHREYS CO** (ØM5) 3 NE UTC-6(-5DT) N36°07.00' W87°44.29'

756 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 03-21: H4000X75 (ASPH) S-30 MIRL 0.6% up SW

RWY 03: PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Self svc credit card fuel avbl 24 hrs. Local skydiving ops Fri-Sun.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON 125.85

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

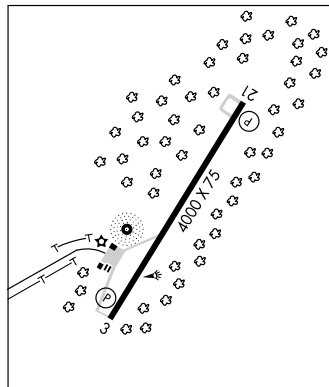
GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 318° 21.9 NM to fld. 770/03E.

WAVERLY NDB (MHW) 329 AEY N36°06.97' W87°44.48'

at fld.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.

**WILLIAM L. WHITEHURST FLD** (See BOLIVAR)**WINCHESTER MUNI** (BGF) 3 SE UTC-6(-5DT) N35°10.65' W86°03.97'

979 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 18-36: H5002X75 (ASPH) S-30, D-42 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 80'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 80'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. Arpt unattended Christmas, New Year's Eve and Thanksgiving. For attendant after hrs call 931-967-3148. Heavy non-radio equipped tfc first Sat of each month. Unicom monitored irregularly.

WEATHER DATA SOURCES: AWOS-3 121.675 (931) 967-8445.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

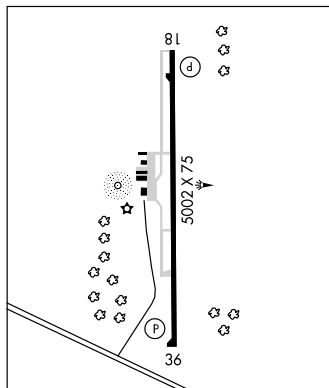
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

W86°26.35' 142° 29.4 NM to fld. 814/01W.

BOILING FORK NDB (MHW) 263 BGF N35°10.68' W86°04.09'

at fld. Unmonitored 0000-1400Z±.

**WOLF RIVER** (See ROSSVILLE)

ATLANTA

H-6K, 9A, L-16J

IAP

NDB AEY	APP CRS	Rwy Idg	<b>4000</b>
<b><u>329</u></b>	<b>218°</b>	TDZE	<b>755</b>
		Apt Elev	<b>756</b>

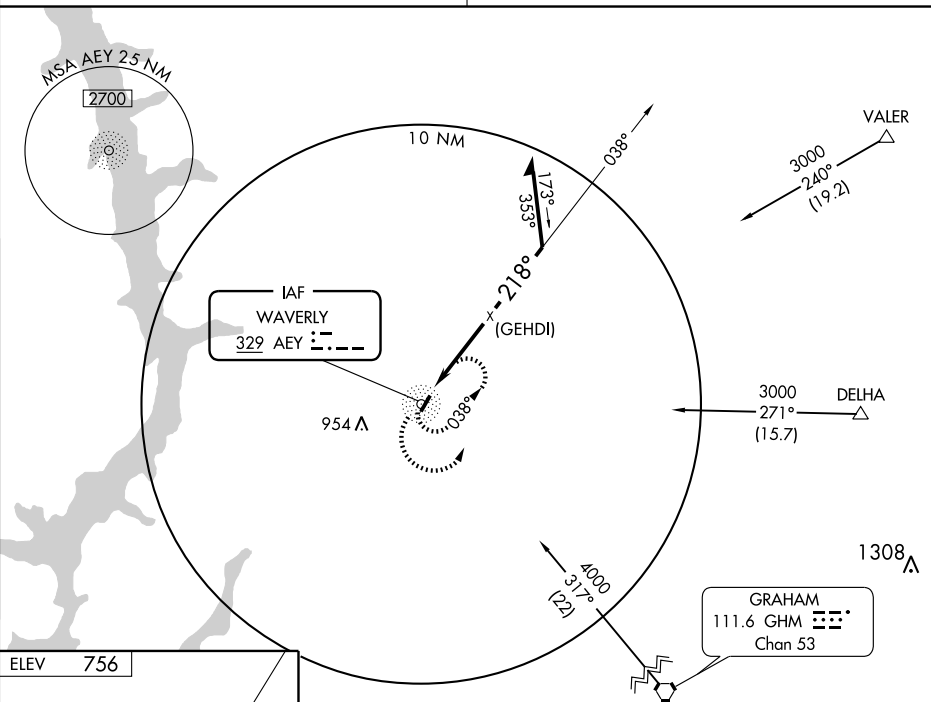
NDB or GPS RWY 21  
WAVERLY/HUMPHREYS COUNTY (0M5)

**T** Obtain local altimeter on CTAF, when not received,  
**A** NA use Nashville altimeter setting.

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 2500 direct AEY NDB and hold.

MEMPHIS CENTER  
125.85 379.25

UNICOM  
122.8 (CTAF)



ELEV	756
------	-----




1800	2500	AEY
		
		<u>329</u>

Diagram illustrating the VORTAC station layout:

- NDB** (Non-Directional Beacon) is located at the top left.
- GEHDI** (Ground Earth Inductor) is located below the NDB.
- 2500** (VHF Omnidirectional Range) is located to the right of the NDB.
- The bearing from the NDB to the 2500 is  $038^\circ$ .
- The bearing from the GEHDI to the 2500 is  $218^\circ$ .
- The distance from the NDB to the 2500 is 10 NM.
- The distance from the GEHDI to the 2500 is 10 NM.
- The text "Remain within 10 NM" is written near the 2500.

CATEGORY	A	B	C	D
S-21	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1	564 (600-1)	1320-1½ 564 (600-1½)	1320-2 564 (600-2)

## NASHVILLE ALTIMETER SETTING MINIMUMS

S-21	1500-1 745 (800-1)	1500-1¼ 745 (800-1¼)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)
CIRCLING	1500-1 744 (800-1)	1500-1¼ 744 (800-1¼)	1500-2¼ 744 (800-2¼)	1500-2½ 744 (800-2½)

MIRL Rwy 3-21

WAVERLY, TENNESSEE  
Amdt 3A 09351

WAVERLY/HUMPHREYS COUNTY (ØM5)

36°07'N-87°44'W

NDB or GPS RWY 21

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

VORTAC GHM <b>111.6</b> Chan <b>53</b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev	<b>NA</b> <b>NA</b> <b>756</b>
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# VOR/DME or GPS-A

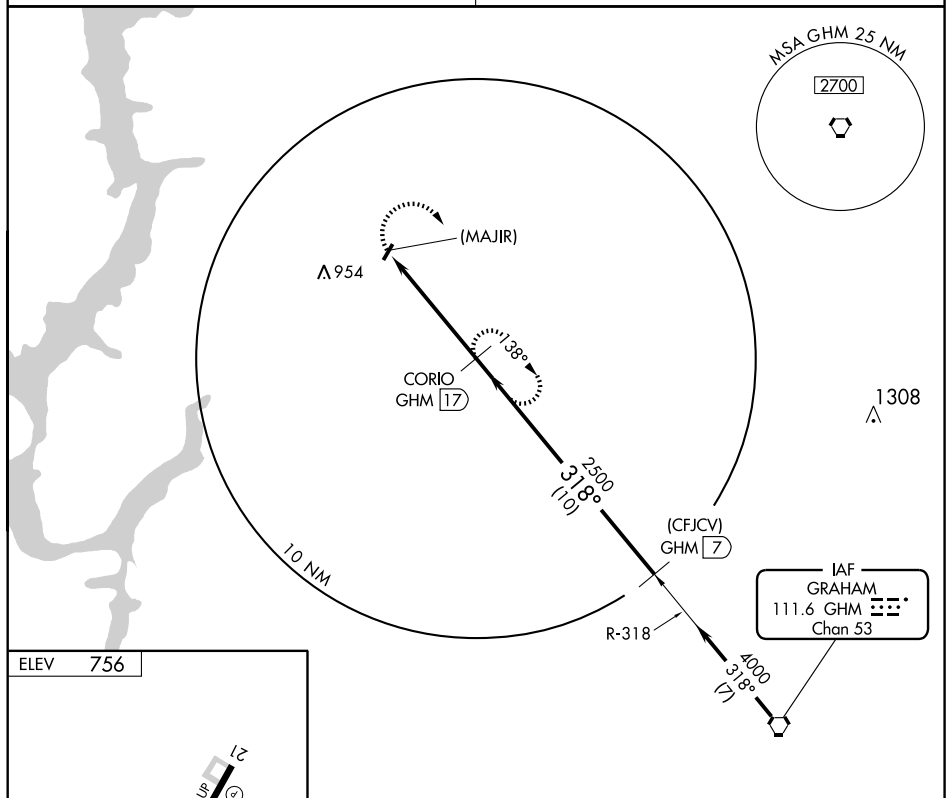
WAVERLY/HUMPHREYS COUNTY (ØM5)

⚠ NA Obtain local altimeter on CTAF, if not received, use Nashville altimeter setting.

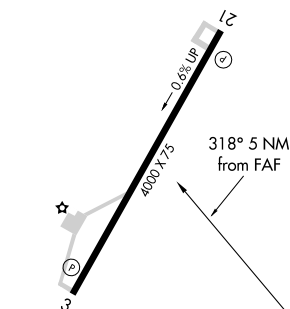
MISSED APPROACH: Climbing right turn to 2500 via GHM R-318 to CORIO 17 DME and hold.

MEMPHIS CENTER  
**125.85 379.25**

UNICOM  
**122.8** (CTAF)



ELEV **756**



MRL Rwy 3-21

	2500 GHM R-318	CORIO GHM <b>17</b>	COIRO GHM <b>17</b>	(CFJCV) GHM <b>7</b>	4000	Procedure Turn NA
	5 NM		10 NM			
CATEGORY	A	B	C	D		
CIRCLING	1220-1 464 (500-1)	1220-1¼ 464 (500-1¼)	1220-1½ 464 (500-1½)	1320-2 564 (600-2)		
NASHVILLE ALTIMETER SETTING MINIMUMS						
CIRCLING	1460-1 704 (800-1)	1460-1¼ 704 (800-1¼)	1460-2 704 (800-2)	1460-2¼ 704 (800-2¼)		

**WAVERLY** N36°06.97' W87°44.48' NOTAM FILE MKL.

NDB (MHW) 329 AEY at Humphreys Co.

ST LOUIS

L-161

**WAVERLY****HUMPHREYS CO** (ØM5) 3 NE UTC-6(-5DT) N36°07.00' W87°44.29'

756 B FUEL 100LL, JET A NOTAM FILE MKL

RWY 03-21: H4000X75 (ASPH) S-30 MIRL 0.6% up SW

RWY 03: PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Self svc credit card fuel avbl 24 hrs. Local skydiving ops Fri-Sun.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON 125.85

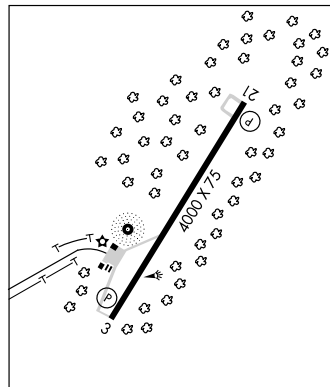
RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

GRAHAM (L) VORTAC 111.6 GHM Chan 53 N35°50.04'

W87°27.11' 318° 21.9 NM to fld. 770/03E.

WAVERLY NDB (MHW) 329 AEY N36°06.97' W87°44.48'  
at fld.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.



ST LOUIS

L-161

IAP

**WILLIAM L. WHITEHURST FLD** (See BOLIVAR)**WINCHESTER MUNI** (BGF) 3 SE UTC-6(-5DT) N35°10.65' W86°03.97'

979 B S4 FUEL 100LL, JET A NOTAM FILE BNA

RWY 18-36: H5002X75 (ASPH) S-30, D-42 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 80'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 80'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. Arpt unattended Christmas, New Year's Eve and Thanksgiving. For attendant after hrs call 931-967-3148. Heavy non-radio equipped tfc first Sat of each month. Unicom monitored irregularly.

WEATHER DATA SOURCES: AWOS-3 121.675 (931) 967-8445.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

SHELBYVILLE (L) VOR/DME 109.0 SYI Chan 27 N35°33.72'

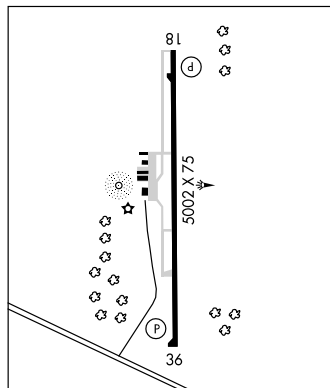
W86°26.35' 142° 29.4 NM to fld. 814/01W.

BOILING FORK NDB (MHW) 263 BGF N35°10.68' W86°04.09'  
at fld. Unmonitored 0000-1400Z±.

ATLANTA

H-6K, 9A, L-16J

IAP

**WOLF RIVER** (See ROSSVILLE)



NDB BGF	APP CRS	Rwy Idg	5002
<u>263</u>	<u>191°</u>	TDZE	971
		Apt Elev	979

# NDB RWY 18

## WINCHESTER MUNI (BGF)

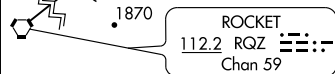
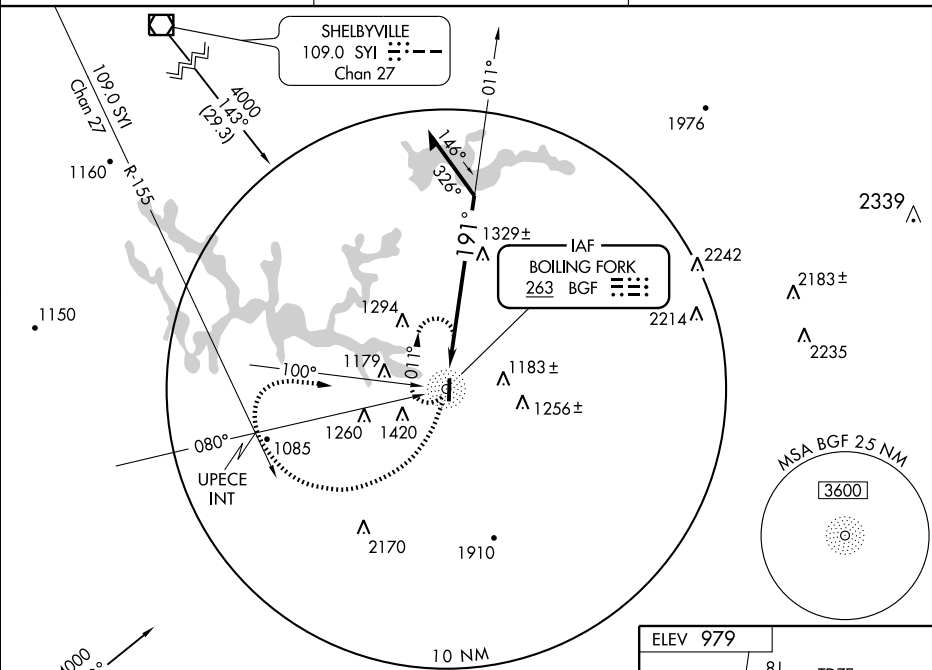
**▼** NA When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet. Visibility reduction by helicopters NA. Increase S-18 and circling visibility ¼ mile Cat. B, ½ mile Cat. C and D.

**MISSED APPROACH:** Climbing right turn to 3500 via 260° bearing from BGF NDB to UPECE INT then right turn via 100° course to BGF NDB and hold.

AWOS-3  
**121.675**

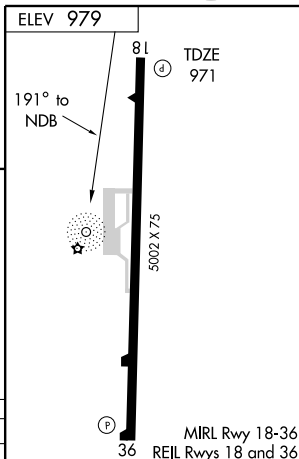
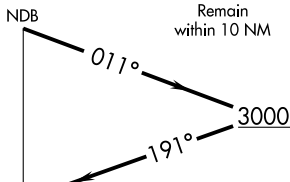
MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**122.8 (CTAF)**



3500	BGF	UPECE INT	BGF
260° BRG	<u>263</u>	CRS 100°	<u>263</u>

Remain within 10 NM



CATEGORY	A	B	C	D
S-18	1680-1	709 (800-1)	1680-2 709 (800-2)	1680-2 ¼ 709 (800-2 ¼)
CIRCLING	1680-1	701 (800-1)	1680-2 701 (800-2)	1780-2 ½ 801 (900-2 ½)

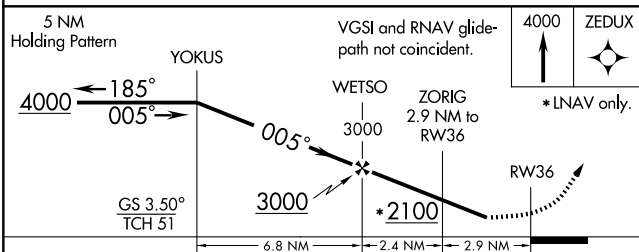
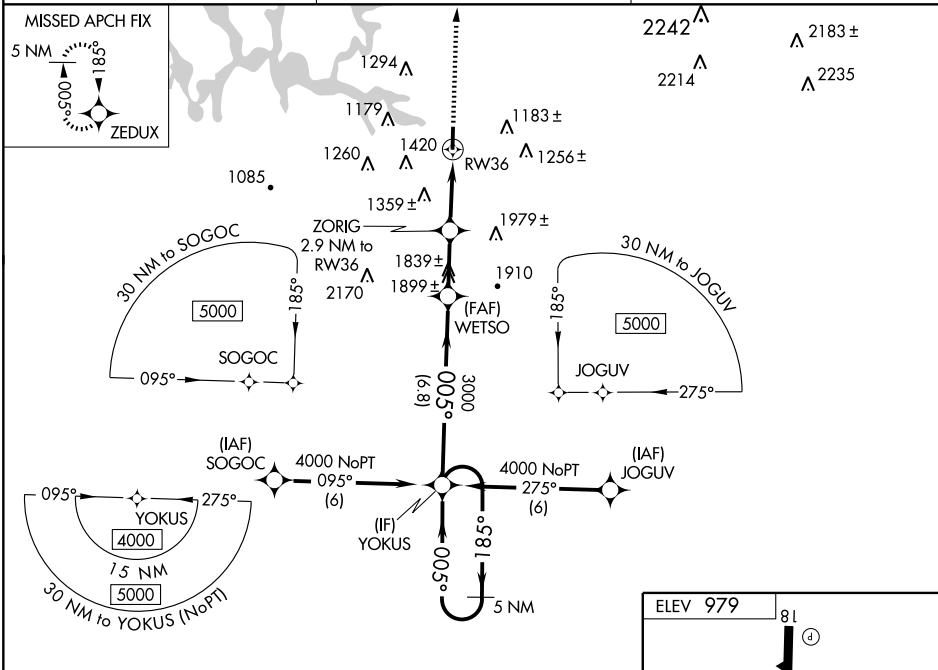
Knots	60	90	120	150	180
Min:Sec					

WAAS CH <b>99707</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>979</b> <b>979</b>
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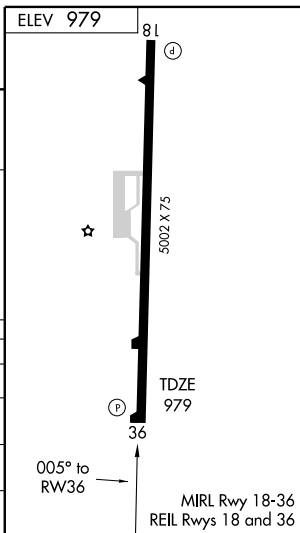
## RNAV (GPS) RWY 36

WINCHESTER MUNI (BGF')

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat. C. GPS or RNP-0.3 required.</p>	<p><b>MISSED APPROACH:</b> Climb to 4000 direct ZEDUX and hold.</p>
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AWOS-3  
**121.675**MEMPHIS CENTER  
**126.75 353.5**UNICOM  
**122.8 (CTAF)**

CATEGORY	A	B	C	D
LPV DA	1340-1	361 (400-1)		NA
LNAV/VNAV DA	1367-1¼	388 (400-1¼)		NA
LNAV MDA	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	NA
CIRCLING	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	NA

WINCHESTER, TENNESSEE  
Orig 08213

35°11'N-86°04'W

WINCHESTER MUNI (BGF')  
RNAV (GPS) RWY 36

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
185°	TDZE	971
	Apt Elev	979

## RNAV (GPS) Y RWY 18

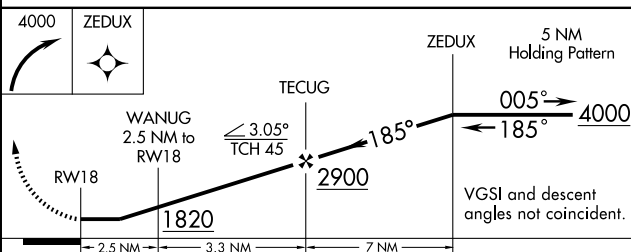
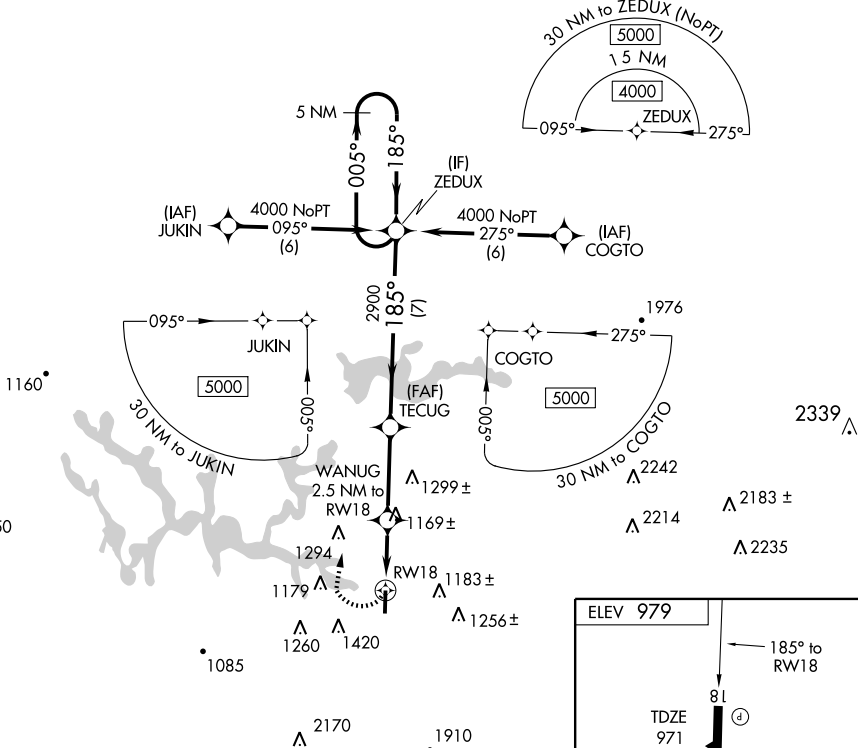
WINCHESTER MUNI (BGF)

**NA** When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet, increase LNAV and circling Cat. C and Cat. D visibility  $\frac{1}{2}$  mile.

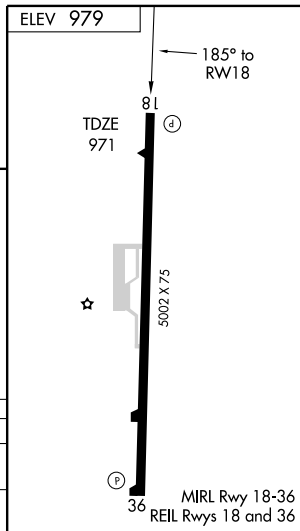
AWOS-3  
121.675

MEMPHIS CENTER  
126.75 353.5

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1420-1	449 (500-1)	1420-1¼ 449 (500-1¼)	1420-1½ 449 (500-1½)
CIRCLING	1460-1	481 (500-1)	1540-1½ 561 (600-1½)	1780-2½ 801 (900-2½)



WINCHESTER, TENNESSEE  
Orig 08325

35°11'N-86°04'W

WINCHESTER MUNI (BGF)  
RNAV (GPS) Y RWY 18

SE-1. 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>42708</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg <b>5002</b> TDZE <b>971</b> Apt Elev <b>979</b>
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## RNAV (GPS) Z RWY 18

WINCHESTER MUNI (BGF)



NA

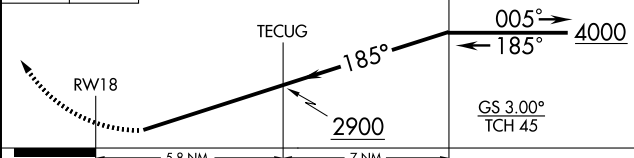
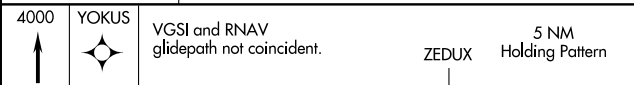
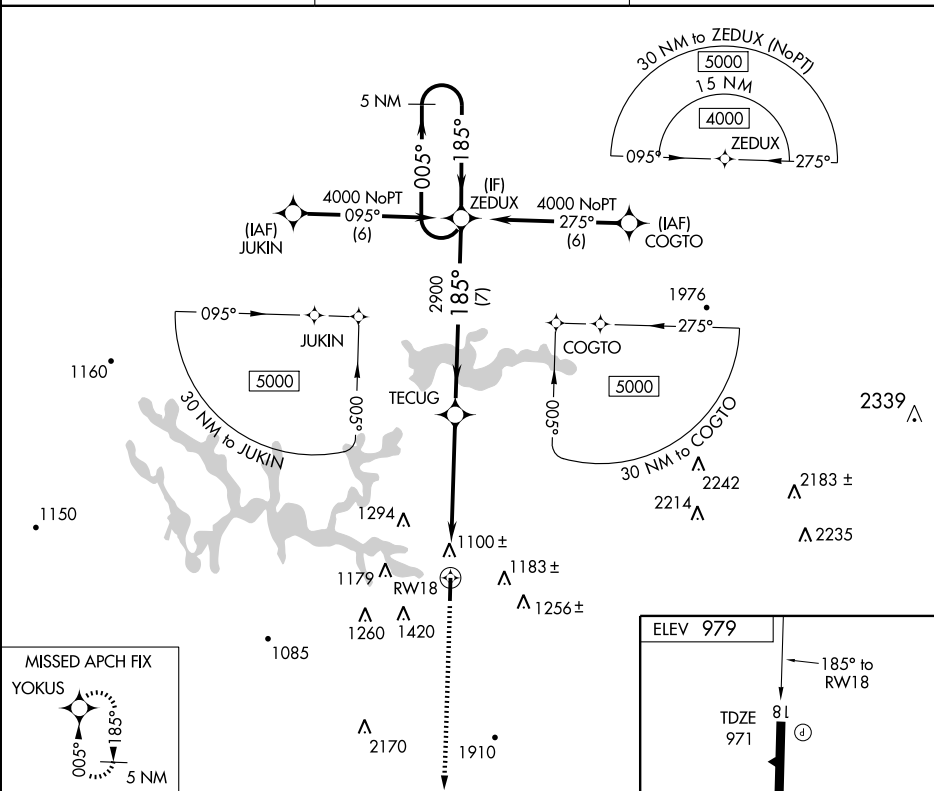
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1510, LNAV/VNAV DA to 1731 and all visibilities ½ mile. Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).

MISSED APPROACH:  
Climb to 4000 direct  
YOKUS and hold.

AWOS-3  
**121.675**

MEMPHIS CENTER  
**126.75 353.5**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	1368-1½	397 (400-1½)		
LNAV/VNAV DA	1589-2¼	618 (700-2¼)		

